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Metropolitan Transportation Commission
Proposed Urban Mass Transportation Act...

FY 1992–93

FTA PROGRAM OF PROJECTS

IN THE NINE-COUNTY SAN FRANCISCO BAY AREA

SECTION 9
SECTION 3 FIXED GUIDEWAY
AND STP-CMAQ TRANSIT FUNDS

SEPTEMBER 23, 1992

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FEDERAL TRANSIT ADMINISTRATION
FY 1992-93 PROGRAM OF PROJECTS
FOR SECTION 9, SECTION 3 FIXED GUIDEWAY,
AND STP-CMAQ FUNDS
WITHIN THE NINE-COUNTY SAN FRANCISCO BAY AREA

PREPARED AND PUBLISHED BY:

METROPOLITAN TRANSPORTATION COMMISSION
JOSEPH P. BORT METROCENTER
101 EIGHTH STREET
OAKLAND, CA 94607

ACKNOWLEDGEMENT

MTC WISHES TO THANK THE TRANSIT OPERATORS LISTED BELOW FOR THEIR ASSISTANCE AND COOPERATION IN DEVELOPING THIS **PROGRAM OF PROJECTS**. THEY WILL BE RESPONSIBLE FOR ITS SUCCESSFUL IMPLEMENTATION.

SAN FRANCISCO/OAKLAND URBANIZED AREA
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRAIN)
CENTRAL CONTRA COSTA TRANSIT AUTHORITY
GOLDEN GATE BRIDGE, HIGHWAY & TRANSPORTATION DISTRICT
LIVERMORE/AMADOR VALLEY TRANSIT AUTHORITY
SAN FRANCISCO MUNICIPAL RAILWAY
SAN MATEO COUNTY TRANSIT DISTRICT
CITY OF VALLEJO

SAN JOSE URBANIZED AREA
CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRAIN)
SANTA CLARA COUNTY TRANSIT DISTRICT

ANTIOCH/PITTSBURG URBANIZED AREA
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

FAIRFIELD URBANIZED AREA
CITY OF FAIRFIELD

NAPA URBANIZED AREA
CITY OF NAPA

SANTA ROSA URBANIZED AREA
CITY OF SANTA ROSA
COUNTY OF SONOMA

VACAVILLE URBANIZED AREA

FY 1992-93
FTA Program of Projects
In the Nine-County San Francisco Bay Area
for Section 9, Section 3 Fixed Guideway,
and STP-CMAQ Transit Funds

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Federal Transit Act
FY 1992-93 Program of Projects of All Urbanized Areas in the San Francisco Bay Area for Section 9, Section 3 Fixed Guideway Surface Transportation Program and Congestion Mitigation - Air Quality Funds

Introduction

The FY 1992-93 Program of Projects (POP) is the region's spending plan for federal formula funds for transit projects. The federal formula funds programmed in the POP are Section 9 funds, Section 3 Fixed Guideway funds, Surface Transportation Program (STP) funds, and Congestion Mitigation - Air Quality (CMAQ) funds.

The formula funds are apportioned to the region like a block grant. The federal transportation program reauthorization in 1982 established this block grant program. The most recent Transportation Reauthorization of 1991, the Intermodal Surface Transportation and Efficiency Act (ISTEA), expanded the formula programs eligible to transit projects. The ISTEA created the STP and CMAQ categories, which are open to projects of various modes including transit. In addition to maintaining the Section 9 program as a formula program, the ISTEA also changed the previously discretionary Section 3 Rail Modernization program to the formula-driven Section 3 Fixed Guideway program. Transit projects programmed in FY 1992-93 for STP, CMAQ, and Section 3 Fixed Guideway funding must now also be contained in the POP with the Section 9 program.

The designated recipient of federal formula funds is required by federal statute to develop a POP, or Program of Projects. The Metropolitan Transportation Commission (MTC) is the transportation planning agency in the nine-county San Francisco Bay Area. MTC is the designated recipient for regional STP and CMAQ funds, Section 3 Fixed Guideway funds, and Section 9 funds in the San Francisco-Oakland and San Jose urbanized areas. By agreement, MTC acts on behalf of the designated recipient (the Governor of the State of California) of Section 9 funds for the five smaller urbanized areas in the region. Thus, MTC has developed this POP for all transit projects in the region, and has done so in cooperation with the affected transit agencies.

Projects included in the POP are programmed to maintain or improve transit services within the region. Projects include the purchase of replacement buses and equipment, the construction of new facilities, the addition of projects to benefit disabled patrons, and other capital projects planned to improve the capacity, reliability, and safety of the region's public transportation system.

Process

Each year, the MTC adopts the Transit Capital Priorities Process and Criteria. The process and criteria are the rules, criteria and schedule for developing the region's transit capital priorities. As defined in the process and criteria, the priority setting process is a cooperative evaluation of projects by MTC and the individual transit operators. The result of this evaluation is a ranking that establishes a regional eight-year program constrained by anticipated resources.

As a first step in the process, operators submit eight-year capital requests to MTC. These operator requests are developed through the ongoing short range transit planning work done by the operators. FTA regulations require that public transit agencies review proposed capital improvement programs with private providers of public transportation services.

MTC staff, in cooperation with agency staff, evaluate and score all new projects using the appropriate rules from the adopted criteria. Estimated funding levels constrain the size of the overall program, and those projects that score above the estimated apportionments are included in the Transit Capital Priorities list adopted by the Commission.

Next, the projects in the Transit Capital Priorities are included in the Transit Element of the federal Transportation Improvement Program (TIP) by year, over the period, to indicate what funding will be requested from the federal funding agencies for transit improvement.

After the TIP is assembled, the POP is developed for all Annual Element (first year) capital projects and operating assistance for which formula funds will be requested. These Annual Element projects are shown by operator.

Once MTC, as the metropolitan planning organization (MPO) for the region, has endorsed both the TIP Transit Element and the Program of Projects, it can review transit operator applications for the Section 9 funds. Those applications for programs of projects which are found consistent with the Regional Transportation Plan (RTP) can then be forwarded to the funding agencies for grant approval.

The Program of Projects is based on an estimated federal appropriation for the formula funds for FY 1992-93, plus any carryover of prior year funds. In the event that actual appropriations are lower than what MTC has estimated, the formula fund programs will be subject to reevaluation. Cutbacks may reduce the funding for some projects and eliminate others from the program.

The distribution of Section 9 funds for operating purposes is based on the most recent operating limits and Section 9 factors. If the FY 1992-93 apportionment update the factors, the distribution will be adjusted accordingly.

Program Description

This Program of Projects includes projects to be implemented by: the Alameda-Contra Costa Transit District (AC Transit); the San Francisco Bay Area Rapid Transit District (BART); the California Department of Transportation (Caltrans); the Central Contra Costa Transit Authority (CCCTA); the Golden Gate Bridge, Highway & Transportation District (GGBHTD); the Livermore Amador Valley Transit Authority (LAVTA); the San Francisco Municipal Railway (SF Muni); the San Mateo County Transit District (SamTrans); the Santa Clara County Transit District (SCCTD); the Cities of Santa Rosa, Napa, Vallejo, Vacaville, and Fairfield, and the County of Sonoma.

The projects are listed by transit operator for each urbanized area. Information about these projects has been furnished to private transportation providers.

The Project Justification Worksheets for each project provide the following detailed information:

- the name of the implementing transit agency
- the project name
- the project description, including the nature of the project and the amount and kind of equipment to be purchased, or the location and extent of construction or rehabilitation
- a project class code identifying the capital items involved in standard nomenclature
- references to the location of the project in the operator's latest Short Range Transit Plan (SRTP) and MTC's Transportation Improvement Program (TIP)
- the proposed funding for the project, showing sources and amounts of federal funds and required local match
- any prior UMTA funding, with both sources and amounts
- the type and status of any environmental assessment
- a private sector participation compliance checklist
- the planning justification for the project

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FY 1992–93 SECTION 9 PROGRAM OF PROJECTS

SAN FRANCISCO/OAKLAND URBANIZED AREA

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):		*$76,320,142*
FY 1991–92 Carryover Funds:		*$0*
	Total:	*$76,320,142*

Section 9 Funds Programmed:

Program of Projects Operating Assistance		Section 9 Federal Share	*Cumulative* *Federal* *Share*
	ACTransit	$6,518,029	
	BART	$0	
	CalTrain	$559,183	
	CCCTA	$1,263,048	
	GGBHTD	$1,512,550	
	LAVTA	$744,917	
	MUNI	$7,574,454	
	SamTrans	$1,485,069	
	Vallejo	$737,091	
			$20,394,341

Program of Projects Capital Projects		Score	Section 9 Federal Share	*Cumulative* *Federal* *Share*	Proposed State Share	Proposed Local Share	Total Project Cost
ACTransit							
AC01	Repl Buses –30Art+23Std	14	$14,796,864			$3,699,216	$18,496,080
AC03	Transit Centers Devl	10	$3,040,000		$380,000	$380,000	$3,800,000
AC07	Repl Radio System	10	$5,269,105			$1,317,276	$6,586,381
AC02	Service Vehicles	9	$182,395			$45,599	$227,994
AC04	Facilities–Equip Upgr	9	$1,381,849			$345,462	$1,727,311
			$24,670,213	*$45,064,554*	$380,000	$5,787,553	$30,837,766

		Score	Section 9 Federal Share	*Cumulative Federal Share*	Proposed State Share	Proposed Local Share	Total Project Cost
BART							
BA13	E & H Projects – Remv BAR	13	$816,300		$45,350	$45,350	$907,000
BA33	E&H Projects (Repl)–ELEV	13	$459,081		$25,504	$25,504	$510,090
BA22	Public Safety Replacment Projects	10	$1,349,460		$168,682	$168,682	$1,686,824
BA25	Repl/Rehab Maint shp PH.1	9	$7,496,000		$937,000	$937,000	$9,370,000
BA23	Public Safety Enhancement Projects	4	$3,060,000		$382,500	$382,500	$3,825,000
BA24	Shop & Yard Enhancements	4	$3,750,000		$468,750	$468,750	$4,687,500
			$16,930,840	*$61,995,394*	$2,027,787	$2,027,787	$20,986,414
CCCTA							
CC03	Repl Paratrnst Vans–15	13	$635,715			$128,325	$764,040
CC06	Replacement Radio System	13	$999,861			$249,965	$1,249,826
CC16	Underground Tanks	13	$266,667			$66,667	$333,333
CC17	Repl. Non–Rev. Veh (5)	9	$114,400			$28,600	$143,000
			$2,016,643	*$64,012,037*	$0	$473,557	$2,490,200
CalTrain							
CT03	Key Stn Access (SF)	13	$2,754,000		$688,500		$3,442,500
CT06	Track Rehab (SF)	13	$2,400,754		$300,094	$300,094	$3,000,943
CT02	Station Acq (SF)	10	$1,713,600		$214,200	$214,200	$2,142,000
CT09	Radio Commun (SF)	10	$163,793		$20,474	$20,474	$204,741
CT03	Station Improvements (SF)	6	$2,845,800		$355,725	$355,725	$3,557,250
			$9,877,947	*$73,889,984*	$1,578,993	$890,493	$12,347,434
GGBHTD							
GG03	Replace Fuel Lines (LRK)	13	$600,000			$150,000	$750,000
GG03	Sausalito Landng Imp	13	$791,538		$98,942	$98,942	$989,423
			$1,391,538	*$75,281,522*	$98,942	$248,942	$1,739,423
MUNI							
MU05	Trolley Coach Repl. (COvr)	14	$861,960		$107,711	$107,745	$1,077,416
MU19	Metro Access Improvements	14	$412,000		$51,500	$51,500	$515,000
MU35	Cable Car Veh Rehab	13	$514,000		$64,250	$64,250	$642,500
MU17	Trolley OVHD Reconst	10	3,186,852		398,357	398,357	$3,983,565
			$4,974,812	*$80,256,334*	$621,818	$621,852	$6,218,481
SamTrans							
SM01	Repl Buses–66Std	14	$13,967,778	*$94,224,112*		$3,357,222	$17,325,000
Vallejo							
VI05	Repl. ferry – 1	12	$5,200,000	*$99,424,112*		$1,300,000	$6,500,000

SAN FRANCISCO / OAKLAND URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: ALAMEDA–CONTRA COSTA TRANSIT DISTRICT

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):	*$76,320,142*
FY 1991–92 Carryover Funds:	*$0*
Total:	*$76,320,142*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1992–93 Net Project Cost
	AC Transit	$6,518,029	$91,817,455	$98,335,484

Program of Projects Capital Projects		Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
AC Transit						
AC01	Repl Buses –30Art+23Std	14	$14,796,864		$3,699,216	$18,496,080
AC03	Transit Centers Devl	10	$3,040,000	$380,000	$380,000	$3,800,000
AC07	Repl Radio System	10	$5,269,105		$1,317,276	$6,586,381
AC02	Service Vehicles	9	$182,395		$45,599	$227,994
AC04	Facilities–Equip Upgr	9	$1,381,849		$345,462	$1,727,311
			$24,670,213	$380,000	$5,787,553	$30,837,766
	TOTAL GRANTEE PROGRAM:		$31,188,242			

July 3, 1992

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92 - 93
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: AC1 - Replacement Buses

3. PROJECT DESCRIPTION: Purchase 23 Standard Sized AND 30 Articulated Replacement Vehicles

4. PROJECT CLASS: (1) New or Used Vehicles

5. SRTP PAGE REFERENCE: 137 thru 170 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $14,796,864 FTA Section 9

7. PROPOSED LOCAL MATCH: (20%) $ 3,699,216 Toll Bridge Revenue

8. TOTAL PROJECT COST: $18,496,080

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c) (17)
CEQA STATUS: 14 Cal Admin. Code, Section 15302

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR NO. 7005.1):
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project as set forth by your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference Appendix E*

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

If proper references to the above questions are not contained in the SRTP, please elaborate under a separate heading as part of "12. PLANNING JUSTIFICATION" below.

12. PLANNING JUSTIFICATION:

Private Sector

*The Private Sector will be invited to comment on the above project at a public hearing held each year in conjunction with other regional transit operators and coordinated by the Metropolitan Transportation Commission. This public hearing is not referenced in our SRTP. Notification of this hearing is via newspaper ads and through a mailing to private sector providers.

The District's ongoing Revenue Vehicle Replacement Program prescribes the replacement of buses (30 feet through articulated) and smaller revenue vehicles that have exceeded their useful life. Smaller revenue vehicles are normally 28 feet long or less, on a modified automobile or truck chassis, and gas powered. The Program establishes an acceptable bus life of 12 years and an acceptable smaller revenue vehicle life of 4 years. These vehicle lives conform with the Federal Transportation Administration's (FTA) and Region's established revenue vehicle life spans. The District's program identifies those revenue vehicles in need of replacement each year. The SRTP presents current status and future replacement needs and establishes an even replacement program using the established life spans.

The District is proposing purchase of 23 standard sized and 30 articulated replacement buses for this project year, FY 92-93, for an estimated cost of $18,496,080.

The revenue vehicles to be replaced annually have exceeded the 12-year standard and have a documented history of maintenance malfunctions. The maintenance history of the revenue vehicles are reviewed annually to determine which vehicles should be replaced.

AC is in the process of reviewing its Revenue Vehicle Replacement Program as a result of implementation of its Comprehensive Service Plan (CSP) and community requests. The Board is expected to approve a policy in FY 1992 regarding the Revenue Vehicle Replacement Program. Air Quality and Americans with Disabilities Act issues will also affect this replacement program as the District's options become further defined in the upcoming SRTP.

The District's peak fleet requirements will increase as the Comprehensive Service Plan is implemented. Changes to the configuration of the fleet will increase the number of revenue vehicles in operation, but

because the new revenue vehicles will be smaller, they will not exceed the total fleet capacity now in place.

The attached Bus Replacement List will be updated and submitted annually with the District's Section 9 application. This schedule conforms to FTA requirements and spare ratios.

A. Continuation of Prior Commitment

1. This project is not a continuation of a funded multi-year project. However, purchasing replacement buses is an ongoing annual project that the operator continues to assign high priority.

B. Project Merit

1. This project will directly benefit the passengers as it will enable the District to maintain a fleet of buses that is safe, reliable and comfortable.

2. This project will directly produce benefits to system productivity and efficiency as the units replaced each year will be those that have shown themselves to be the most costly of the fleet to maintain at an appropriate service level.

3. This project addresses significant regional goals or policies as the new buses will be equipped to comply with ADA and Air Quality requirements. The equipment being replaced does not meet ADA or recent Air Quality requirements

4. This project will involve the replacement of revenue buses for maintaining existing service according to a planned replacement program as previously noted.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: July 3, 1992
Project: AC1 - REPLACEMENT BUSES
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 92-93
Initial Clearances Required:

IMPLEMENTATION SCHEDULE:	FY 92-93 Q1 Q2 Q3 Q4	FY 93-94 Q1 Q2 Q3 Q4	FY 94-95 Q1 Q2 Q3 Q4	FY 95-96 Q1 Q2 Q3 Q4	FY 96-97 Q1 Q2 Q3 Q4
TASK 1:APPROV. PURCH. COM.	XXO				
TASK 2: DEVELOP SPECS.	XXXXO				
TASK 3: BOARD APPROVAL	XXO				
TASK 4: BID PROCESS	XXXXXO				
TASK 5: DELIV. PROCESS		XXXXXXXXO			
TASK 6:SERV. PREPARATION		XO			
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 92-93	FY 93-94	FY 94-95	FY 95-96	FY 96-97
FTA SEC. 9	14,796,864				
FTA SEC. 3					
OTHER FED.					
LOCAL FUNDS SOURCE: BT	3,699,216				
TOTAL FUNDS	18,496,080				

July 21, 1992

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92 - 93
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: Transit Centers Development

3. PROJECT DESCRIPTION: Transit Center Improvements-
Montclair

4. PROJECT CLASS: (6) Passenger Stations

5. SRTP PAGE REFERENCE: 137 - 145 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 800,000 FTA Section 9

7. PROPOSED LOCAL MATCH:(25%) $ 200,000 Bridge Tolls

8. TOTAL PROJECT COST: $ 1,000,000

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: Request to be submitted for approval as CE under 23 CFR 771.117 (d) (10)
CEQA STATUS: Negative Declaration to be Filed

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference Appendix E*

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

July 21, 1992

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92 - 93
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: Transit Centers Development

3. PROJECT DESCRIPTION: Transit Center Improvements-
Fremont BART

4. PROJECT CLASS: (6) Passenger Stations

5. SRTP PAGE REFERENCE: 137 - 145 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 2,240,000 FTA Section 9

7. PROPOSED LOCAL MATCH:(20%) $ 560,000 Bridge Tolls

8. TOTAL PROJECT COST: $ 2,800,000

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: Request to be submitted for approval as CE under 23 CFR 771.117 (d) (10)
CEQA STATUS: Negative Declaration to be Filed

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference Appendix E*

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed?
Reference _____)

12. PLANNING JUSTIFICATION:

Private Sector

*The Private Sector will be invited to comment on the above project at a public hearing held each year in conjunction with other regional transit operators and coordinated by the Metropolitan Transportation Commission. This public hearing is not referenced in our SRTP. Notification of this hearing is via newspaper ads and through a mailing to private sector providers.

The AC Transit Comprehensive Service Plan (CSP) converts the primarily radial system into a multi-destinational route network. If AC Transit is to increase transit usage and improve its productivity, it is essential that it reflect the multi-destinational nature of today's travel demand.

Since it is impossible to run direct service from everywhere to everywhere else, an effective multi-destinational network must rely on making transferring convenient. In a system based on timed transfers, a passenger can reach efficient route network with minimal overlap.

To make transferring fast and convenient, the District must be able to bring many buses together at certain key points. These needs require the development of transit centers. A transit center is a facility designed to:

- o allow several buses from different routes to be present at once, so that patrons can transfer without waiting.
- o allow buses to arrive and depart independently (without blocking one another).
- o Provide a safe, pleasant and convenient environment for transferring between buses.
- o Provide other amenities for passengers and drivers.

Besides facilitating bus-to-bus transfers, the transit centers may also accommodate bus-to-rail and auto-to-bus-to-rail transfers. Transit centers are strategically located where several routes naturally converge resulting in high transfer activity. These centers will often be near major activity centers generating a significant

number of walk-in passengers. Also, most BART stations in the AC Transit service area will be transit centers to facilitate both regional and local travel.

In urban areas, such as Oakland and Berkeley, the convenience of transferring is largely ensured by the high frequency of most of the routes. Even though a transit center is not the primary transfer location as it is in the timed transfer network, there are strategic locations where several routes naturally converge creating a high level of transfer activity and necessitating a facility to safely accommodate the buses and provide for a safe and comfortable environment for the passenger.

In suburban areas, however, most service cannot be justified with headways of less than 30 minutes. Here, convenient transfers can be assured only with transit centers. Transit Centers are therefore critical to the success of the Comprehensive Service Plan.

1. General Design Considerations

Most transit centers will be designed with "sawtooth" bays so that buses can pull in and out independently without blocking each other. Each center must have enough bays for all the scheduled buses to be present at once, with some to spare. Locations for cars to pick up and drop off passengers will be isolated from the bus area, to improve the flow of both cars and buses.

2. Locations

Most of the suburban route structure cannot be implemented until there are at least minimal transit center facilities in place, since these sites must accommodate a number of converging buses and allow passengers to transfer safely and conveniently. Tables 1 and 2 list the transit centers according to priority, indicating which should be completed before restructuring.

The District's service area has been divided into four geographical sub-areas for phased implementation of the restructured route network.

The Western Contra Costa sub-area (Table 2, Group 1) includes timed transfer locations at El Cerrito del Norte BART and Contra Costa College and thus are first priority. Improvements to these sites should be complete before restructuring routes. Improvements to the other transit centers which will not have timed transfer locations (Richmond BART, Hilltop Mall Transit Center, El Cerrito Plaza BART) are second priority.

The Oakland-Berkeley-Alameda core area (Table 2, Group 2) includes

only one timed transfer location, Montclair transit Center. However, Fruitvale BART and Eastmont Mall Transit Center will also need to be finished before restructuring routes, since they cannot now accommodate the level of bus and transfer activity envisioned. Second priority transit centers to be developed later include West Oakland BART, Coliseum BART, and Southshore Shopping Center.

The Hayward-San Leandro area (Table 2, Group 3) includes five timed transfer locations: San Leandro BART, Bay Fair BART, Hayward BART, Chabot College Transit Center, and South Hayward BART. Improvements at these sites should be complete before restructuring routes, though it is possible that South Hayward BART could function on an interim basis without major physical changes.

Finally, the Fremont-Newark area (Table 2, Group 4) includes timed transfer locations at Union City BART, Fremont BART, and the new Irvington and Newark Transit Centers. (Irvington Transit Center will be the site of the future Irvington BART station.) Improvements at these sites should also be complete before restructuring, though it is possible that Newark Transit Center could function on an interim basis without major physical changes. Newpark Mall will also be a transit center under the plan, but without timed transfers.

3. Schedule and Funding

The following subsections detail the funding and design schedule for the transit centers that have been designated first-priority, and specifies the division of responsibility in joint projects with other agencies.

FY 1988-89 SECTION 3 SUBMITTED PROJECTS

The first transit centers planned for construction are El Cerrito del Norte BART and San Leandro BART.

These projects were originally programmed in the FY 1991-92 Section 9 Capital Program. Instead, they were resubmitted (along with Hayward BART Transit Center) for funding under the FY 1988-89 Section 3 Suburban Mobility Program to take a full advantage of this special one-time grant opportunity. Funding has been approved for El Cerrito del Norte BART and San Leandro BART Transit Centers. The Hayward BART Transit Center has been put back into the FY 1991-92 Section 9 Capital Program.

These transit centers are planned for development as joint multi-modal projects under BART application. The conceptual design for these projects was completed by AC Transit. However, BART will be the lead agency and assume complete project management responsibilities, including environmental clearance, engineering, and construction in

conjunction with the BART parking expansion projects.

FY 1990-91 SECTION 9 PROGRAMMED PROJECT

The Regional Program of Projects (POP), approved by the Metropolitan Transportation Commission (MTC) on September 26, 1990, was based on expected Federal apportionments. As a result of the actual total apportionments being higher than that expected, the FY 1990-91 Section 9 POP and the annual element of the FY 1991-97 Transit Capital Priorities for the San Francisco/Oakland urban area was revised by MTC. Due to the increased apportionments, the Contra Costa Transit Center project was made a part of the FY 1990-91 Section 9 POP. The Transit center proposed for Contra Costa College will serve as a key facility in the implementation of the timed transfer network in Western Contra Costa. The transit center will be developed in close coordination with property owners, neighboring communities, and with the Contra Costa Community College District.

FY 1991-92 SECTION 9 PROGRAMMED PROJECTS

Bayfair BART Transit Center, originally programmed in the FY 1991-92 Section 9 Capital Program and reprogrammed for the FY 1992-93 Section 3 Capital Program has now been funded by State Cypress Mitigation Funds received by BART in FY 1992. The Contra Costa College Transit Center was also originally programmed as a FY 1991-92 Section 9 Capital Program but was reprogrammed to the FY 1990-91 Regional Program of Projects submitted to UMTA by MTC in September, 1990.

The noted shifts leave Chabot College Transit Center in the Section 9 Capital Program plus the Hayward BART and Fruitvale Station projects. Conceptual designs have been completed for all sites.

Fruitvale BART Station project is planned for development as a joint multi-modal project for which BART will take the lead, since the project is in conjunction with BART's parking expansion project at the same location. The project would therefore be funded under BART's Section 9 Capital Program. The Hayward BART Station project is also planned for development as a joint multi-modal project and will also be funded under BART's Section 9 Capital Program.

The Chabot College Transit Center, a timed transfer transit center in the vicinity of Chabot College in Hayward, will be developed in close cooperation with the property owner. The conceptual designs are completed for the three sites.

FY 1992-93 PROPOSED PROJECTS

FY 1992-93 projects proposed for the Federal Transportation Administration's (FTA) Surface Transportation Program (STP),

Congestion Mitigation and Air Quality (CMAQ), and Section 9 funding are Montclair, Eastmont Mall, Newpark Mall, Fremont BART, and Richmond BART. The Bayfair BART transit center was originally programmed for FY 92-93, but BART received Cypress Mitigation Funds in FY 1991-92 for this multi-modal timed transfer center project to help mitigate the loss of the Cypress Freeway structure during the Loma Prieta Earthquake.

The Montclair transit center would serve as a key facility in the implementation of timed transfer network in Oakland area. The transit center will be developed in close coordination with property owners, and neighboring communities.

The Eastmont Mall transit center in Oakland would accommodate the consolidation of expanded bus and transfer activities at an off-street site affording a safer and more convenient operation. The conceptual plans are completed.

Newpark Mall is a major shopping center located in the fast growing community of Fremont. New residential and industrial developments are appearing on the fringes of Fremont and Newark, creating new transit demand in this area. Improved routes will provide better local circulation, with many passengers transferring at this point.

The Fremont BART Transit Center will be a bus-only area with curbside stops and island platforms. The compact design allows for efficient bus-to-bus and bus-to-train transfers. The facility will accommodate seven Santa Clara County Transit buses, in addition to twelve AC Transit routes. The concept plan removes approximately 100 BART parking stalls. Replacement of these stalls is included as part of the project.

Richmond BART already functions as a transit center, as much of the service in the area radiates from this station. This pattern will continue and expand under the CSP, with extensive service from the station to all parts of Richmond. This station is also a major stop on the Bay Area-Sacramento train service, and will be a stop for the Del Norte BART to San Rafael bus service that will be implemented in the near future.

FY 1993-94 PROPOSED PROJECTS

The FY 1993-94 project proposed for the FTA STP funding is the El Cerrito Plaza BART transit Center.

As a shopping center, El Cerrito Plaza is a major transit destination in Western Contra County. El Cerrito Plaza BART will be one of two transit centers located in El Cerrito. Van routes will emanate from El Cerrito Plaza to serve hill areas of El Cerrito and Kensington.

(REVISED: July 21, 1992)

The transit center will also be served by local lines from Berkeley and a major trunk line, the 72-San Pablo Avenue with limited service from Oakland.

FY 1994-95 PROPOSED PROJECTS

The FY 1994-95 proposed projects are South Hayward, and Hilltop Mall transit centers.

South Hayward is one of five timed transfer locations in the Hayward area, and is one of the major activity centers on the east end of the city.

Hilltop Mall is a major regional shopping center and a major transit destination in itself. It will be served by the area's busiest trunk route and several new routes which will serve the growing demand for trips between residential northern and eastern Richmond and employment centers in western Richmond.

FY 1995-96 PROPOSED PROJECTS

The FY 1995-96 proposed projects are Coliseum BART, Union City BART, and Newark Transit Centers.

Coliseum BART is one of the major destinations in the District's core service area of Oakland/Berkeley/Alameda/Albany/Emeryville, as well as the main transfer point for trips to Oakland Airport. The expansion of crosstown service under the CSP will increase the level of service to this station, and increase the passenger transfer activity that occurs there. The station may also be a stop on the proposed Bay Area-Sacramento train service.

The conceptual layout for Union City BART Station places the buses closest to the BART station entrance along the front curb and on three islands. The plan provides a compact bus berth area to minimize bus-to-bus and bus-to-train transfers. Kiss and ride will use the fourth island. The additional bus stalls will remove approximately 120 BART parking spaces, replacement of which is proposed as part of this project.

The Newark Transit Center will serve one of the fastest growing communities in the Bay Area. This will be a timed transfer facility for those routes which are designed to provide better local circulation in the activity centers of Newark and southern Fremont.

FY 1996-97 PROPOSED PROJECTS

The FY 1996-97 proposed projects are West Oakland BART, Southshore, and Yerba Buena Transit Centers.

(REVISED: July 21, 1992)

West Oakland BART will be a key transit center in the District's core service area of Oakland/Berkeley/Alameda/Albany/Emeryville. It is also a station on the Bay Area-Sacramento train service.

Southshore Shopping Center is a major destination in the core service area, and will be served by several major routes from Alameda and Oakland.

Over the years the District has received numerous complaints from patrons regarding the deterioration of the Yerba Buena facility and increased incidents of crime. Yerba Buena is located at 40th and San Pablo Avenues. This is one of AC Transit's major transfer points for connection with transbay lines and other locations. The facility is surrounded by legal gambling casinos and night clubs. Many of our homeless also frequent this area. Patrons, particularly women are frequently approached for money or with lewd conversation. AC Transit owns only a small strip of land (right of way). Security and convenience modifications for this area will be analyzed as a result of the District's Comprehensive Service Plan (CSP) to determine the best way to remedy present conditions. Several of the possible alternatives are:

1. Improve present site,

2. Expand present site by procuring adjoining parcel and rebuild, or

3. Select an alternative location.

This project has been shifted to FY 1994-95 of the Transit Capital Priorities Program as the District believes it is important to determine the impact the CSP will have on the needs of the Yerba Buena Transfer point.

Rising construction costs and the strong possibility that this project will require the purchase of additional land, either at the present site or at an alternative site, further support this funding request.

FY 1997-98 PROPOSED PROJECTS

The FY 1997-98 proposed project is the Irvington transit Center.

The Irvington Transit Center is scheduled for operation prior to the construction of the proposed BART station. The plan therefore proposes an interim transit center on largely vacant BART-owned land east of Osgood Road, which will eventually be a BART parking lot. The conceptual designs for the proposed projects are complete.

TABLE-1

COMPREHENSIVE SERVICE PLAN
TRANSIT CENTERS

	BART STATIONS	Estimated Number of Bus Bays Required for Each Facility	Priority[1]
1.	Richmond	10	2
2.	El Cerrito/Del Norte	13	1[2]
3.	El Cerrito Plaza	9	2
4.	Oakland West	6	2
5.	Fruitvale	12	1[2]
6.	Coliseum	10	2
7.	San Leandro	12	1
8.	Bayfair	18	1
9.	Hayward	17	1[2]
10.	South Hayward	9	2
11.	Union City	16	1
12.	Fremont	19	1
13.	Irvington	9	1
	OTHER TRANSIT CENTERS		
1.	Hilltop Mall	10	2
2.	Contra Costa College	14	1[2]
3.	Chabot College	12	1
4.	Southshore Shopping Center	4	2
5.	Montclair	11	1[3]
6.	Eastmont Mall	7	1[3]
7.	Newark	8	2
8.	Newpark Mall	7	2

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[1] Priority I transit centers are those which should be completed prior to the implementation of restructured service, and will require interim facilities until the permanent facility is built.

[2] Interim facility is built.

[3] Poor on-street stop locations discourage transferring and probably any growth at these sites. New facilities will need to be constructed for optimum operation.

TABLE-2

COMPREHENSIVE SERVICE PLAN
TRANSIT CENTER
GEOGRAPHICAL PROJECT GROUPINGS

	PRIORITY I SITES	PRIORITY II SITES
Group #1	El Cerrito del Norte BART Contra Costa College	Hilltop Mall Richmond BART El Cerrito Plaza BART
Group #2	Fruitvale BART Montclair Eastmont Mall	Oakland West BART Coliseum BART Southshore Shopping Center
Group #3	San Leandro BART Bayfair BART Hayward BART Chabot College	South Hayward BART Station
Group #4	Union City BART Fremont BART Irvington BART	Newark Newpark Mall

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: July 21, 1992
Project: Transit Center Improvement--Montclair
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 92-93
Clearances Required: Board Approval; City Permits, if Applicable

IMPLEMENTATION SCHEDULE:	FY 1992-93 Q1 Q2 Q3 Q4	FY 1993-94 Q1 Q2 Q3 Q4	FY 94-95 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Environmental	XXXXXX				
TASK 2: Prelim. Engineering	XXXXXX				
TASK 3: Final Design		XXXXXX			
TASK 4: Construction		XXXXXX	XXXXXX		
TASK 5:					
TASK 6:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 1992-93	FY 1993-94	FY	FY	FY
FTA SEC. 9	750,000				
FTA SEC. 3					
OTHER FED					
LOCAL FUNDS SOURCE: TSM	250,000				
TOTAL FUNDS	1,000,000				

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: July 21, 1992
Project: Transit Center Improvement--Fremont BART
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 92-93
Clearances Required: Board Approval; City Permits, if Applicable

IMPLEMENTATION SCHEDULE:	FY 1992-93 Q1 Q2 Q3 Q4	FY 1993-94 Q1 Q2 Q3 Q4	FY 1994-95 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1:Site Planning	Completed				
TASK 2:Ease-ment Process	XXXXXX	XXXXXO			
TASK 3:Environ Review		XXXXXO			
TASK 4: Engineering		XXXXXO			
TASK 5: Construction			XXXXXXXXXXXO		
TASK 6:					
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 1991-92	FY 1992-93	FY 1993-94	FY	FY
FTA SEC. 9		1,543,626			
FTA SEC. 3					
OTHER FED					
LOCAL FUNDS SOURCE: TSM		1,256,374			
TOTAL FUNDS		2,800,000			

July 3, 1992

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92-93
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: AC 7 - Radio Communications Project

3. PROJECT DESCRIPTION: A) Replace/upgrade Thirteen (14) year old radio communications system.

4. PROJECT CLASS: (14) Communications

5. SRTP PAGE REFERENCE: 157 - 160 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 5,269,105 FTA Section 9

7. PROPOSED LOCAL MATCH: (20%) $ 1,317,276 Toll Bridge Revenue

8. TOTAL PROJECT COST: $ 6,586,381

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c)(14)(19)
CEQA STATUS: 14 Cal Admin. Code, Section 15301

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. _____ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. PLANNING JUSTIFICATION:

RADIO COMMUNICATION SYSTEM PROJECT

This project is being submitted to receive funding under ISTEA's Section 9, 1% Security Fund. Replacement of our Radio Communications System and installation of an Automatic Vehicle Monitoring/Location (AVM/AVL) is essential to the reliability, safety and security of our transit system.

This project is available to move forward as replacing the District's present communication system is currently budgeted for FY 92-93 using District funds. The project would be funded in FY 92-93 and FY 93-94 for an estimated cost of $9,987,742.

The radio system currently in use by the District will be approximately fifteen (15) years old in FY 1995-96. At that point:

- Our radio equipment will have reached the end of its economically repairable life. Even now, much of the equipment presently in use throughout the District is not operating at full strength and many repairs have had to be made. This has been due, quite often, to the effect weather (rain, cold, heat, etc.) and other natural effects (e.g., roaches) have had on the equipment over the nine years since purchase. All our paging equipment is also in need of replacement.

- Communications technology will be at the point of rendering the equipment obsolete.

- Production of this model will have been phased out. Replacement components/parts will continue to be manufactured for only 5 (5) years thereafter.

This project would include removal of existing equipment and installation of new equipment, replacement/upgrading of paging equipment, upgrading of software to accommodate the new equipment, project management, documentation and operator/technician training. The project is predicated on the re-use of existing microwave links and dispatch consoles.

It would be impratical to convert this system on a piecemeal basis. A new system will require new software, which would probably not be compatible with our old system. Since the radio communications system is crucial to the bus system's reliability and security, failure to have a fully functional radio system would greatly compromise the quality of the District's service.

Project Merit

1. This project will directly benefit the passengers as the District will be able to maintain more reliable service, provide better connections (thus reducing waiting time), and supply real-time information to passengers and to information center staff handling public inquiries. The AVM/AVL system, proposed for FY 93-94 can also improve passenger security in the event of trouble and provide a faster response in the event of assaults or other disturbances on the bus.

2. The Radio Communication System project will directly produce benefits to system productivity and efficiency as a reliable and easily maintained communications system is one of the foundational keys to providing safe and efficient transit service to the public. A reliable and easily maintained communications system would also require less down time of the buses fleet-wide and would enable the District to better and more quickly respond to on-board emergencies, road hazards, traffic congestion and accessibility needs.

   The AVM/AVL project, proposed for FY 93-94, will directly produce benefits to system productivity and efficiency in the form of reduced mileage and labor because it allows a better control strategy. Improved service should, in turn, develop new ridership. Over and above this is, the security benefit alone has encouraged the District to pursue this project.

3. We believe that the Radio Communication System project will enable the District to more effectively address three (3) significant regional goals, those being, 1) E & H access 2) interoperator schedules, and 3) Security. An up-to-date, state-of-the-art communication system is essential to achieving the three regional goals noted above. With a reliable, state-of-the art communication system, there can be faster response to accessibility problems. Drivers can also be advised as to the status of other routes or systems with which they are to be interfacing and as to what action they should take if the routes or systems are out of sync. The 1988 timed transfer demonstration project in Hayward was, we believe, a prime example of the need for a reliable communication system and how effectively it can be used.

   This project addresses the need for stronger security measures which has become a significant regional goal, providing more reliable information regarding the location of a bus under normal and emergency operating conditions, providing more reliable connections at interoperator transfer points, and providing more effective service to those making use of accessibility equipment.

4. This project will involve replacement/upgrade of equipment that has primary importance to maintaining existing service.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: July 3, 1992
Project: AC7 - REPLACE RADIO COMMUNICATIONS SYSTEM PROJECT
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 92-93
Initial Clearances Required: Board Approval

IMPLEMENTATION SCHEDULE:	FY 1991-92 Q1 Q2 Q3 Q4	FY 1992-93 Q1 Q2 Q3 Q4	FY 1993-94 Q1 Q2 Q3 Q4	FY 1994-95 Q1 Q2 Q3 Q4	FY 1995-96 Q1 Q2 Q3 Q4
TASK 1: DEVELOP SPECS	XXXXXXXXXXXXXX				
TASK 2: PROCURE BID PROCESS		XXXXXXXX			
TASK 3: INSTALLATION			XXXXXXXXXXXXX		
TASK 4: TEST & DEBUG				XXXXXXXXXXXXXX	
TASK 5: ACCEPT SYSTEM				O	
TASK 6: TRAINING					XXXXXX
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 1991-92	FY 1992-93	FY 1993-94	FY 1994-95	FY 1995-96
FTA SEC. 9		$ 5,269,105			
FTA SEC. 3					
OTHER FED.					
LOCAL FUNDS SOURCE: B T		1,317,276			
TOTAL FUNDS		6,586,381			

July 3, 1992

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92 - 93
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: AC 2 - Service Vehicle Replacement

3. PROJECT DESCRIPTION: Replace 12 Auto and Service Vehicles
4. PROJECT CLASS: (3) Service Vehicles

5. SRTP PAGE REFERENCE: 156 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 182,395 FTA Section 9

7. PROPOSED LOCAL MATCH: (20%) $ 45,599 Toll Bridge Revenue

8. TOTAL PROJECT COST: $ 227,994

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c)(17)
CEQA STATUS: 14 Cal Admin. Code, Section 15302

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR NO. 7005.1):
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project as set forth by your adopted policy?

_____ No. _____ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

If proper references to the above questions are not contained in the SRTP, please elaborate under a separate heading as part of "12. PLANNING JUSTIFICATION" below.

12. PLANNING JUSTIFICATION:

The District's non-revenue Vehicle Replacement Program includes automobiles, trucks, vans and other motorized vehicles necessary to support bus service. To maintain a reliable non-revenue fleet that will effectively meet the future needs and requirements of the District, vehicles will be replaced at the end of their cost effective useful lives or when they have operated more than 100,000 miles.

Many of the automobiles and service vehicles being replaced under this program exceed 100,000 miles. These vehicles have a history of continual and repeated maintenance problems. It is more cost effective for the District to replace these vehicles than to continue repairing them.

The District has an established and enforced non-revenue vehicle program which adheres to FTA regulations regarding the use of non-revenue vehicles.

We have funded our Service Vehicle Replacement Program in recent years with District funds. We believe that this program will score "in the money" due to the expected increase in Section 9 capital funding as a result of ISTEA. This program is available to move forward to FY 92-93, if scored "in the money" as it is an ongoing replacement program.

The District non-revenue Vehicle Replacement Program calls for replacing 12 vehicles annually. The estimated cost for FY 92-93 is $227,994.

A. Continuation of Prior Commitment

1. This project is not a continuation of a funded multi-year project. However, non-revenue vehicle replacement is part of an annual ongoing project that the operator continues to assign high priority.

B. Project Merit

1. This project will directly benefit the passengers as a fleet of reliable non-revenue service vehicles is necessary to the adequate support of bus service.

2. This project will directly produce benefits to system productivity and efficiency through enabling the District to maintain a reliable fleet of non-revenue vehicles which will efficiently meet the future needs and requirements of the District transit system.

3. This project will not directly address significant or regional goals or policies.

4. This project will involve replacement service vehicles used in support of existing service according to a planned replacement program as previously noted.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: July 3, 1992

Project: AC2 - SERVICE VEHICLE REPLACEMENT

Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Beginning: FY 92-93

Initial Clearances Required:

IMPLEMENTATION SCHEDULE:	FY 92-93 Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4
TASK 1:APPROV. PURCH. COM.	XO				
TASK 2: DEVELOP SPECS.	X				
TASK 3: BOARD APPROVAL	XXO				
TASK 4: BID PROCESS	XXXX				
TASK 5: DELIV. PROCESS	XXX				
TASK 6:SERV. PREPARATION	XX				
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 92-93				
FTA SEC. 9	182,395				
FTA SEC. 3					
OTHER FED.					
LOCAL FUNDS SOURCE:B T	45,599				
TOTAL FUNDS	227,994				

July 3, 1992

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92 - 93
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: AC 4 - Facilities/Equip Upgrade

3. PROJECT DESCRIPTION: Preventative Upkeep and Maintenance of Facilities

4. PROJECT CLASS: (8) Operating Yards and Station
(9) Vehicle Maintenance Shop and Garage

5. SRTP PAGE REFERENCE: 162 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $1,381,849 FTA Section 9

7. PROPOSED LOCAL MATCH: (20%) $ 345,462 Toll Bridge Revenue

8. TOTAL PROJECT COST: $1,727,311

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (d)(9)
CEQA STATUS: 14 Cal Admin. Code, Section 15301

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. _____ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. PLANNING JUSTIFICATION:

Our Facilities and Equipment Program for the preventive maintenance of District facilities is in line with one of the stated intents of ISTEA, maintenance of the current transit infrastructure. The program is currently unfunded. Emergency projects such as roof repairs have been District funded. We recommend that this program be allowed to compete for Section 9 funding if there is not enough funding available under Section 3, Bus and Bus Facilities. We believe that this program would score "in the money" due to the expected increase in Section 9 capital funding as a result of ISTEA. This program is critical to maintaining our facilities in the most cost effective manner possible and maintaining service at the levels required for successful implementation of our CSP. This program is available to move forward to FY 92-93, if scored "in the money" as it is an ongoing upgrade program.

The District's program for FY 92-93 includes preventive maintenance at the District's Central Maintenance Facility, at an estimated cost of $1,727,311.

The District has four operating divisions, Administrative General Offices and Central Maintenance Facility; all of which are new facilities or have recently undergone reconstruction.

The District Facilities and Equipment Maintenance Program has been established to ensure that these new/renovated facilities do not deteriorate and to make sure that the fixed equipment contained therein is maintained in such a manner to obtain optimum benefits for our transit operations. This program will help the District to achieve maximum life from these units at the most affordable cost.

Currently, the District is in the final phase of its renovation/rebuilding program. By fiscal year 1995-96, our Central Maintenance Facility will have been in operation for approximately twelve (12) years and three (3) of our newly renovated/rebuilt divisions will have been in operation for approximately six (8) years. We project that this will be an appropriate time to address any deterioration resulting from our twenty-four (24) hour per day operation at each division. Not only will equipment such as hydraulic systems, dynamometers and paint booths need replacing, but yard parking areas will need repaving, buildings will need repainting, office space will need refurbishing, heating/air conditioning/ventilation systems will need repair/replacement, roofs will need repair/replacement and facilities/sites will need to be upgraded to meet increasingly stringent Federal, State and Local building codes, environmental protection standards and toxic waste disposal and handling restrictions. The District will use Life-Cycle Analysis, along with programmed inspections to effectively stage replacements and required repairs.

- Continuation of Prior Commitment

1. This project is not a continuation of a funded multi-year project. However, it will be the first implementation of an ongoing program developed to maintain and upgrade AC's newly built/renovated facilities.

- Project Merit

1. This project will directly benefit the passengers as it will enable the District to more effectively and efficiently maintain the fleet with equipment that is usable and up-to-date in divisions that are maintained in such a manner as to provide appropriate working conditions for proper maintenance of the fleet.

2. This project will directly produce benefits to system productivity and efficiency as it will allow us to extend the life of our buildings and equipment at a reasonable cost.

3. This project will address significant or regional goals or policies regarding maintenance of facilities so that environmental and safety hazards will be minimized.

4. This project will involve replacement or maintenance of facilities and equipment for maintaining existing service.

REGIONAL FIXED ASSET REPLACEMENT SCHEDULE

CATEGORY/SUBCATEGORY	PERCENT REPLACED @ REPLACEMENT AGE
MAINTENANCE FACILITY	8.1% EVERY 8 YEARS
	8.0% @ 30 YEARS
ROOF/ELECTICAL	INCLUDED IN ABOVE
OPERATION FACILITY	8.1% EVERY 8 YEARS
	8.0% @ 30 YEARS
ROOF/ELECTICAL	INCLUDED IN ABOVE
FUEL/BUS WASH ISLAND	8.1% EVERY 8 YEARS
	8.0% @ 30 YEARS
PARKING YARDS	25.0% @ 10 YEARS
	25.0% @ 20 YEARS
	50.0% @ 30 YEARS
EQUIPMENT (IN FACILITY)	100.0% @ 10 YEARS

What this schedule indicates is that an amount equal to 8.1% of the purchase cost (times the inflation factor) of a facility is required to replace/upgrade vital components of the facility every 8 years. An additional amount equal to 8.0% of the purchase cost (times the inflation factor) is needed to replace/upgrade other necessary components of a facility every 30 years. This would also hold true for Fuel and Bus Wash Islands.

Additionally, an amount equal to 25% of the purchase cost (times the inflation factor) of a parking yard is needed for replacement/upgrading of the yard at the 10 and 20 year mark, and 50% of the purchase cost (times the inflation factor) is needed for replacement/upgrading of the yard at the 30 year mark.

For equipment installed in a facility, an amount equal to 100% of the purchase cost (times the inflation factor) is needed for replacement/upgrading of the equipment at the 10 year mark.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: July 3, 1992
Project: AC4 - MAINTENANCE OF FACILITIES/EQUIPMENT UPGRADE
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 92-93
Initial Clearances Required: CITY PERMITS, IF APPLICABLE

IMPLEMENTATION SCHEDULE:	FY 92-93 Q1 Q2 Q3 Q4	FY 93-94 Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4
TASK 1:LIFE - CYCLE ANALYSIS	XXXXXXXXX					
TASK 2:STAGING REPLACEMENTS/REPAIRS	XXXX					
TASK 3:BOARD APPROVAL/PROJECT REVIEW	XX					
TASK 4:DEV. & ISSUE SPECS./RFP		XXXX				
TASK 5:AWARD CONTRACTS		XXXX				
TASK 6:IMPLEM. REPLACEMENTS/REPAIRS		XXXXX				
TASK 7:						

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 92-93	FY 93-94				
FTA SEC. 9	$ 1,381,849					
FTA SEC. 3						
OTHER FED.						
LOCAL FUNDS SOURCE:B T	$ 345,462					
TOTAL FUNDS	$ 1,727,311					

N FRANCISCO / OAKLAND URBANIZED AREA
A SECTION 9 PROGRAM
signated Recipient: Metropolitan Transportation Commission

antee: BAY AREA RAPID TRANSIT

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):		*$76,320,142*
FY 1991–92 Carryover Funds:		*$0*
	Total:	*$76,320,142*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1992–93 Net Project Cost
	BART	$0	NA	NA

Program of Projects Capital Projects		Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
RT						
13	E & H Projects – Remv BAR	13	$816,300	$45,350	$45,350	$907,000
33	E&H Projects (Repl)–ELEV	13	$459,081	$25,504	$25,504	$510,090
22	Public Safety Replacement Projects	10	$1,349,460	$168,682	$168,682	$1,686,824
25	Repl/Rehab Maint shp PH.I	9	$7,496,000	$937,000	$937,000	$9,370,000
23	Public Safety Enhancement Projects	4	$3,060,000	$382,500	$382,500	$3,825,000
24	Shop & Yard Enhancements	4	$3,750,000	$468,750	$468,750	$4,687,500
			$16,930,840	$2,027,787	$2,027,787	$20,986,414
	TOTAL GRANTEE PROGRAM:		$16,930,840			

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93 (accelerate from FY97 Sec. 3)
of MTC's FY93 Transit Capital Priorities

1. OPERATOR: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2. PROJECT NAME: ELDERLY & HANDICAPPED PROJECT: REMOVE BARRIERS

3. PROJECT DESCRIPTION: Remove architectural hazards in stations systemwide.

4. PROJECT CLASS: 6 (Stations) and 21 (Accessibility)

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 816,300 SOURCE: Section 9

7. PROPOSED LOCAL MATCH: $ 90,700 SOURCE: STA Discretionary

8. TOTAL PROJECT COST: $ 907,000

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c), CE (15)
CEQA STATUS: 15301 Existing Facilities Class I

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No _____ Yes

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No _____ Yes* (will be competitively bid)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No _____ Yes

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No _____ Yes

12. ADDITIONAL PLANNING JUSTIFICATION:

This project meets all of the capital priorities criteria. All passengers, particularly the mobility-impaired, benefit from the removal of obstructions in the stations. Regional goals will be met by providing a fully accessible transit system. This project is primarily replacement and rehabilitation in nature.

Certain architectural features at various stations pose potential safety hazards for passengers, particularly those people who have visual impairments. Modification, redesign or replacement of these architectural features will eliminate or substantially mitigate safety hazards. Changes will include replacing sharp edges and corners, removing obstacles or making them detectable to persons using canes, etc. Disability mobility instructors have assisted BART with identifying the potential architectural hazards. Based on that input, the BART Elderly and Handicapped Task Force included the architectural hazards project in their recommeded Program of Accessibility Projects. The District's Safety Department has reviewed this project and concurs with the need to eliminate potential safety hazards.

The project will also include certain facilities and equipment modifications at BART stations, in compliance with the District's Key Station strategy for adherence to Americans with Disabilities Act (ADA) requirements.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: January 14, 1992

Project: Elderly & Handicapped Projects
Operator: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4
Develop Specification	=======			
Bid/Award	=======			
Implement	===	=========		

EXPENDITURE PLAN (000$):	FY93	FY94	FY	FY
UMTA SEC. 9	612	204		
BART	68	23		
TOTAL FUNDS	680	227		

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93 (accelerate from FY97 Sec. 3)
of MTC's FY93 Transit Capital Priorities

1. OPERATOR: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2. PROJECT NAME: ELDERLY & HANDICAPPED PROJECT: ELEVATORS

3. PROJECT DESCRIPTION: Replace elevator components in stations systemwide.

4. PROJECT CLASS: 6 (Stations) and 21 (Accessibility)

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 459,081 SOURCE: Section 9

7. PROPOSED LOCAL MATCH: $ 51,009 SOURCE: STA Discretionary

8. TOTAL PROJECT COST: $ 510,090

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c), CE (15)
CEQA STATUS: 15301 Existing Facilities Class I

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No _____ Yes

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No _____ Yes* (will be competitively bid)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No _____ Yes

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No _____ Yes

12. ADDITIONAL PLANNING JUSTIFICATION:

This project meets all of the capital priorities criteria. All passengers, particularly the mobility-impaired, benefit from reliable elevators. Internal BART system productivity will be increased because maintenance requirements of the elevators will be significantly reduced. Regional goals will be met by providing a fully accessible transit system. This project is primarily replacement and rehabilitation in nature.

There are 64 station elevators throughout the system that primarily benefit passengers with mobility restrictions. These elevators are critical to BART's ability to deliver service to the mobility-impaired community. The elevators are over 20 years old and have never had a major overhaul. The hydraulic valves in the elevators require replacement in order to reduce the number of failures that the elevators currently experience. The old hydraulic valves leak hydraulic fluid which creates a safety problem. Also, the sills surrounding the elevator openings have deteriorated due to continuous exposure to the weather. Replacement of these components will increase maintenance efficiencies and provide for reliable elevator operation.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: January 14, 1992

Project: Elderly & Handicapped Projects
Operator: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4
Develop Specification	=======			
Bid/Award	=======			
Implement	===	=========		

EXPENDITURE PLAN (000$):	FY93	FY94	FY	FY
UMTA SEC. 9	345	114		
STA	38	13		
TOTAL FUNDS	383	127		

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For the FY 93 (accelerate from FY95 Sec. 3)
of MTC's FY93 Transit Capital Priorities

1. OPERATOR: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2. PROJECT NAME: PUBLIC SAFETY EQUIPMENT REPLACEMENT (R-SFTY.PJW)

3. PROJECT DESCRIPTION: Replace station fire alarms, systemwide line vent fan blade mounts, and two line vent fans.

4. PROJECT CLASS: 4 (Transit Way), 6 (Stations) and 21 (Safety)

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 1,349,460 SOURCE: Section 9

7. PROPOSED LOCAL MATCH: $ 337,364 SOURCES: MTC and BART (mix to be determined)

8. TOTAL PROJECT COST: $ 1,686,824

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c), CE (19)
CEQA STATUS: 15301 Existing Facilities Class I

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No _____ Yes

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No _____ Yes* (will be competitively bid)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No _____ Yes

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No _____ Yes

12. ADDITIONAL PLANNING JUSTIFICATION:

This equipment replacement project will directly benefit passengers aa well as result in improved maintenance efficiencies. The passenger benefit is that of safety, from a fire safety system that is reliable and in good repair (i.e. that is not frequently out of service due to maintenance), and line ventilation fans that work properly to exhaust smoke and fumes in the event of fire. The maintenance efficiency will result from more reliable systems which can be readily and quickly repaired from available, modular spare parts.

The 32 station fire alarm systems are an integral part of the BART fire safety network. Existing facilities are equipped with smoke detectors, rate-of-rise temperature sensors, and sprinkler water flow alarms that annunciate at BART Central. The existing fire alarm systems are, however, over 20 years old and are obsolete. They experience a high failure rate and parts are no longer available. Maintenance costs are significant because replacement parts must be specially manufactured. New alarms will save on maintenance costs as well as provide improved capability to identify the specific location within a station that experiences an alarm. This safety feature does not exist on the current station fire alarm system.

Adequate exhaust of smoke and fumes must be assured in order to make subway tunnels safe. Systemwide, 78 line vent fan blade mountings must be replaced so that rotors and blades will not experience high stress concentrations that lead to stress-corrosion cracking and possible catastrophic failure. After replacing the mountings, the fans must be rebalanced. Two vent fans in the Oakland Wye must be replaced with higher horsepower fans so that backlayering (commonly known as the chimney effect) will not occur when the fans are in the exhaust mode. These replacements will reduce the level of maintenance that is now required.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: January 14, 1992

Project: Public Safety Replacement Projects
Operator: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4
Develop Specification	=====			
Bid/Award	======			
Delivery	=	=======		
Installation		=========	====	

EXPENDITURE PLAN (000$):	FY93	FY94	FY95	FY
UMTA SEC. 9	164	1,148	38	
MTC and BART sources to be determined	41	287	9	
TOTAL FUNDS	205	1,435	47	

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93 (accelerate from FY95 Sec. 3)
of MTC's FY93 Transit Capital Priorities

1. OPERATOR: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2. PROJECT NAME: REHABILITATE MAINTENANCE SHOPS AND REPLACE HEAVY EQUIPMENT--Ph. 1 (R-SHP&E1-PJW)

3. PROJECT DESCRIPTION: Replace various heavy equipment in the maintenance shops and escalators at Embarcadero Station.

4. PROJECT CLASS: 6 (Passenger Stations), 8 (Operating Yards) and 9 (Maintenance Shops)

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 7,496,000 SOURCE: Section 9

7. PROPOSED LOCAL MATCH: $ 1,[illegible],000 SOURCES: MTC and BART (mix to be determined)

8. TOTAL PROJECT COST: $ 9,370,000

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c), CE (19)
CEQA STATUS: 15301 Existing Facilities Class I

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No _____ Yes

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No _____ Yes* (will b[illegible] [illegible]ompetitively bid)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No _____ Yes

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No _____ Yes

12. ADDITIONAL PLANNING JUSTIFICATION:

This project is completely replacement/rehabilitation in nature. This project will increase internal system productivity because the maintenance shops will be more efficient. This increased efficiency will translate directly to passenger benefits because vehicles in for maintenance will be turned-around quicker, increasing vehicle availability. Patrons will also benefit and maintenance cost savings will be realized from increased reliability of escalators at Embarcadero Station.

This project consists of the following tasks: Replace the Hayward Shop vehicle wheel press ($1,300,000); Rehabilitate the Hayward Shop traction motor and alternator heavy repair facility ($2,150,000); Replace four escalators at Embarcadero Station ($2,600,000); Replace heating and cooling systems at shops ($2,600,000); Replace electric-powered maintenance carts and chargers ($250,000); Repaint the shop floors ($470,000).

The replacement of the electric-powered carts and the Hayward Shop vehicle wheel press is required because these pieces of equipment have reached the end of their useful life and it is now more cost effective to replace than to repair. The existing wheel press is 70 years old, extremely unreliable, and very expensive to maintain. Vehicle maintenance out-of-service time will be reduced, keeping the maximum number of vehicles in operation and reducing peak-period crowding on trains.

Replacement of the HVAC system in the shops is necessary because the equipment is obsolete and inefficient with consequent very high energy costs; requires major overhaul; and is beyond economical repair. The existing equipment is not capable of maintaining the lower and more constant temperatures required by modern electronic equipment. Increased electronic failures will disrupt maintenance activities and reduce productivity, thereby reducing efficiencies and impacting passengers.

The Hayward motor and alternator heavy repair facility must be redesigned and rehabilitated to improve efficiency. These areas can be rehabilitated such that the ability to overhaul and re-build traction motors and motor alternators in-house can be achieved. Such an in-house capability would save money and decrease maintenance turn-around time, thereby improving efficiencies and ensuring adequate motors and alternators for revenue vehicles.

The Embarcadero Station was constructed after the rest of the BART system, and the four escalators at that station are non-standard. They are modular units which have proven to have a far higher failure rate than standard escalators. They are also more costly and time-consuming to repair. Installation of more dependable units will improve passenger comfort and decrease safety concerns due to congestion that often develops on the platform. Maintenance costs will also decline.

The shop floors in Oakland, Richmond, Hayward and Concord must be repainted. These floors were originally painted when the shop facilities were built and have been "patch painted" as required. Many areas are chipped, cracked or totally without paint. The paint serves as a non-skid surface for the safety of employees. If not painted the floors become bare and slippery, and dirt and grease is absorbed into the concrete.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: January 14, 1992

Project: Rehabilitate Maintenance Shops & Replace Heavy Equip.
Operator: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4
Develop Specification	=====			
Bid/Award	=======			
Delivery/ Installation	====	==========	=========	
	(delivery of individual elements will vary)			

EXPENDITURE PLAN (000$):	FY93	FY94	FY95	FY
UMTA SEC. 9	3,752	3,000	744	
MTC and BART sources to be determined	938	750	186	
TOTAL FUNDS	4,690	3,750	930	

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93 (accelerate from FY97 Sec. 3)
of MTC's FY93 Transit Capital Priorities

1. OPERATOR: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2. PROJECT NAME: PUBLIC SAFETY ENHANCEMENT AND SAFETY EQUIPMENT REPLACEMENT (ENH-SFTY.PJW)

3. PROJECT DESCRIPTION: Modification and replacement of various existing safety systems.

4. PROJECT CLASS: 21 (Safety)

5. SRTP PAGE REFEREN TIP PAGE REFERENCE:

6. PROPOSED FEDERAL F ING: $ 3,060,000 SOURCE: Section 9

7. PROPOSED LOCAL MATCH: $ 765,000 SOURCES: MTC and BART (mix to be determined)

8. TOTAL PROJECT COST: $ 3,825,000

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c), CE (19)
CEQA STATUS: 15301 Existing Facilities Class I

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No _____ Yes

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No _____ Yes* (will be competitively bid)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No _____ Yes

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No _____ Yes

12. ADDITIONAL PLANNING JUSTIFICATION:

This project will directly benefit passengers by providing a safer system. The project is comprised of several separate tasks, many of which have been agreed to by the Fire Liaison Committee (FLC), CPUC and BART as necessary to complete in order to make the system safe to the satisfaction of the CPUC Administrative Law Judge.

The project consists of the following tasks: Remove obstructions on underground catwalks ($300,000); Remove handrail gaps systemwide ($230,000); Install redundant power and function indicators to Transbay Tube (TBT) dampers ($310,000); Install additional blue safety light stations ($110,000); Install automatic power transfer between the two Transbay Tube vent structures ($2,000,000); Replace fan controllers in Berkeley Hills Tunnel ($200,000); Integrate into emergency response systems the coordination of tunnel hose valve locations with their sources of water ($135,000); Motorize valves on Berkeley Hills Tunnel fire mains ($200,000); Install dry standpipe at I-680/Springbrook Road overcrossings ($200,000); and Install additional insulation at the 12th and 19th Street Stations ($140,000).

Removing obstructions on underground catwalks is necessary to satisfy Gage-Babcock & Associates' (GBA) recommendation #7. Obstacles have been identified and removal, and replacement or installation of a guiding apparatus around obstructions has been agreed to by the FLC, CPUC and BART as a solution to the recommendation.

Removing gaps in the underground handrails will provide a continuous lifeline. In the event underground areas become dark and/or smokey, thereby limiting visibility, the use of the handrails as a lifeline is necessary for safety. Without a continuous lifeline, individuals could become disoriented and lost or could enter equipment rooms that provide no egress path. The FLC, CPUC and BART have concurred that this project provides a significant improvement in life safety at BART.

The installation of redundant power and indicators for the TBT dampers will eliminate a single point failure for category 1 safety hazards. Redundant power will be available from one of two 4.16 KV feeder cables via automatic transfer switches. Transfer must now done manually at the location of the dampers and takes about 30 minutes. The indicators will provide remote feedback as to whether the dampers are open or closed. At present, if an exhaust damper is commanded to open by BART Central, there is no feedback that the command was actually activated. If another command is sent to open, the damper will close if it was already open.

The blue light stations contain an emergency contact rail trip and an emergency telephone. For optimum safety, they should be located within line of sight from any location in the underground. At 45 locations the blue light fixture cannot be seen due to blockage from later installed objects. Additional blue light safety stations will satisfy the design criteria that blue light stations placed in line of sight or every 1,000 feet, whichever is less.

Installation of automatic power transfer between the two Transbay Tube vents would permit much faster switchover from one to another in the event that power is lost to either one during an emergency. This could save very valuable response time in ventilating smoke and fumes from the Tube during a fire.

Replacement of the Berkeley Hills Tunnel fan controllers would provide a much more reliable system for emergency ventilation of the Tunnel in the event of a fire. Motorization of the valves on the fire mains in the Tunnel would prevent loss of the public water supply in the event of a water main break during an emergency situation such as an earthquake on the Hayward Fault, with consequent fires.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: January 14, 1992

Project: Public Safety Enhancement Projects
Operator: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4
Develop Specification	===			
Bid/Award	=======			
Delivery	==	==========		
Implement		=========	=========	
Test/Accept			=======	

EXPENDITURE PLAN (000$):	FY93	FY94	FY95	FY
UMTA SEC. 9	800	1,600	660	
MTC and BART sources to be determined	200	400	165	
TOTAL FUNDS	1,000	2,000	825	

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93 (accelerate from FY97 Sec. 3)
of MTC's FY93 Transit Capital Priorities

1. OPERATOR: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2. PROJECT NAME: SHOP & YARD ENHANCEMENTS (ENH-S&Y.PJW)

3. PROJECT DESCRIPTION: Installation of equipment that will enhance shop and yard operations.

4. PROJECT CLASS: 8 (Operating Yards) and 9 (Maintenance Shops)

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 3,750,000 SOURCE: Section 9

7. PROPOSED LOCAL MATCH: $ 937,500 SOURCE: MTC and BART (mix to be determined)

8. TOTAL PROJECT COST: $ 4,687,500

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c), CE (19)
CEQA STATUS: 15301 Existing Facilities Class I

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No _____ Yes

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No _____ Yes* (will be competitively bid)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No _____ Yes

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No _____ Yes

12. ADDITIONAL PLANNING JUSTIFICATION:

These shop and yard enhancements will increase internal system productivity by making the maintenance operation more efficient. Improved efficiencies will benefit passengers by ensuring that revenue vehicles are returned to service from maintenance more rapidly after maintenance, thereby increasing vehicle availability and reducing peak-period crowding on trains.

This project is comprised of the following tasks: Add additional 1000 volt capacity to shop pits ($150,000); Install switch point protectors in yards ($60,000); Install doors on maintenance shops ($65,000); Install a yard tower data network ($600,000); Construct a wheel truing pit and install truing machine at Daly City Shop ($3,812,500).

Additional 1000 volt capacity is required due to the increase in rolling stock and the need for greater capacity to check out components in the shop pits. This enhancement will reduce vehicle out-of-service time.

Installation of switch point protectors will prevent damage to switch points. Switch points in yards are damaged by the increasing flow of revenue vehicles passing over them. The banging of wheels on the switch points causes cracking and fatigue resulting in constant maintenance and replacement of switch points.

Installation of doors on maintenance shops will protect maintenance equipment and reduce facility heating costs. More importantly, these maintenance facilities will be better utilized by maintenance personnel in inclement weather if the facilities have doors that can be closed against the weather. Working conditions are unacceptable at present. These doors will increase the productivity of maintenance personnel and will result in decreased vehicle out-of-service time.

The yard tower data network will enable rail operations personnel to more efficiently schedule, track and manage train operations in the yard. As yard utilization increases, staff must process more information and make quicker decisions in order to reduce occurrences of delayed or missed dispatches. Passengers will benefit from reduced train delay occurrences.

The construction of a wheel truing pit and installing a wheel truing machine at Daly City Shop is necessary to keep up with maintenance requirements. At present, the District has only one wheel truing machine,at the Hayward Shop. When that machine is down for routine maintenance or repairs, wheel truing activities cease. In addition, it is expensive to transport vehicles to Hayward just to use the wheel truing machine. A Daly City wheel truing capability will increase the capacity of BART to accomplish wheel truing functions and the Daly City location will expedite cutting operations on the west side of the bay.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: January 14, 1992

Project: Shop & Yard Enhancements
Operator: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4
Design/Dev Specification	======			
Bid/Award	======			
Delivery/ Construction	==	==========	====	

EXPENDITURE PLAN (000$):	FY93	FY94	FY95	FY
UMTA SEC. 9	1,597	1,621	533	
MTC and BART sources to be determined	399	405	133	
TOTAL FUNDS	1,996	2,026	666	

SAN FRANCISCO / OAKLAND URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: **Metropolitan Transportation Commission**

Grantee: **CONTRA COSTA COUNTY TRANSIT AUTHORITY**

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):	*$76,320,142*
FY 1991–92 Carryover Funds:	*$0*
Total:	*$76,320,142*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1992–93 Net Project Cost
	CCCTA	$1,263,048	$9,326,904	$10,589,952

	Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
CCCTA						
CC03	Repl Paratrnst Vans–15	13	$635,715		$128,325	$764,040
CC06	Replacement Radio System	13	$999,861		$249,965	$1,249,826
CC16	Underground Tanks	13	$266,667		$66,667	$333,333
CC17	Repl. Non–Rev. Veh (5)	9	$114,400		$28,600	$143,000
			$2,016,643	$0	$473,557	$2,490,200
	TOTAL GRANTEE PROGRAM:		$3,279,691			

Date: January 14, 1992
FY93

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for the Nine-year Program
of MTC's Transit Capital Priorities

1 **OPERATOR:** Central Contra Costa Transit Authority

2. **PROJECT NAME:** CC03 15 Paratransit Vehicles

3. **PROJECT DESCRIPTION:** Project includes the replacement of 15 paratransit vehicles and related equipment including wheelchair lifts.

4 **PROJECT CLASS:** New/Used Revenue Vehicles

5. **SRTP PAGE REFERENCE:** Pg. III-18 **TIP PAGE REFERENCE:**

6. **PROPOSED FEDERAL FUNDING:** $635,715 **SOURCE:** Section 9

7. **PROPOSED LOCAL MATCH (20%):** $128,325 **SOURCE:** Bridge Tolls

8. **TOTAL PROJECT COST:** $764,040

9. **PRIOR UMTA FUNDING:** None

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

NEPA STATUS: 23 CFR 771.117(c)(17).
CEQA STATUS: 14 Cal. Admin. Code, Section 15302.

11 **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS** (CIRCULAR 7005.1):

a. Was the private sector involved in the development of this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference V-1

b Were the proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No. _____ Yes: SRTP Page Reference
(If yes, how were those proposals evaluated? Reference)

c Are there impediments affecting your ability to contract for the above named project?

_____ No. _____ Yes: SRTP Page Reference
(If yes, have you taken measures to address the impact of these impediments? Reference)

d Have you received any formal complaints from the private sector regarding this project?

_____ No _____ Yes: SRTP Page Reference
(If yes, how have the complaints been addressed? Reference)

12. **ADDITIONAL PLANNING JUSTIFICATION:**

This project involves the routine replacement of 15 paratransit vans and related equipment. These 15 vans were owned and operated by the three former paratransit operators serving CCCTA's service area. However, the CCCTA Board of Directors approved the use of its TDA reserves to finance the cost of replacing these vehicles. By 1992-93 these vans will be well past the end of their useful lives and will need to be replaced.

This program is based on a replacement schedule that, in general, replaces vehicles after 4 years and/or 100,000 miles when paratransit vans reach the end of their useful lives. As of January 1, 1990, CCCTA assumed administrative responsibility for paratransit operations in CCCTA's service area. Thus, CCCTA will need to continue replacing these vehicles as they wear out. This project is intended to meet that responsibility.

By 1992-93, these 15 vehicles will be past the end of their reliable useful lives. All 15 vehicles will be prone to service breakdowns which will result in severe service disruptions for CCCTA paratransit patrons, and a decrease in paratransit service quality and safety. Also, by continuing to use these 15 vehicles past their reliable useful lives, CCCTA will incur unacceptably high increases in maintenance costs and time.

As this project involves the replacement of worn equipment on a one-for-one basis, there are no unique or incremental costs directly associated with this project. CCCTA does not expect to incur additional costs as a result of this project. In fact, this project is an essential element in CCCTA's efforts to continue operating safe, reliable, and economical paratransit service.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: 15 REVENUE VEHICLES
Operator: CCCTA
Date: 14-Jan-92

Initial Clearances Required: EIR (NR), O&S COMMITTEE APPROVAL, BOARD APPROVAL
(Further clearances marked below with "o")

IMPLEMENTATION	FY 93	FY 94	FY 95	FY 96
SCHEDULE:	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4
TASK 1:				
DEVELOP	-------O			
SPECS				
TASK 2:				
ENVIR.	-------O			
DOC. (EX)				
TASK 3:				
PROCURE/	---------O			
AWARD BID				
TASK 4:				
CONSTR/	---------O			
TESTING				
TASK 5:				
DELIVERY/	----------O			
ACCEPT				
EXPENDITURE				
PLAN (000$):	FY 93	FY94	FY95	FY96
UMTA SEC.9	636			
UMTA SEC.3				
FAU/FAI				
OTHER FEDERAL				
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				
OTHER STATE				
BRIDGE TOLLS	128			
STA (OP)				
STA (REG)				
LOCAL (specify:				
)				
TOTAL FUNDS	764		0	0

Date: January 14, 1992
FY93*

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for the Nine-year Program
of MTC's Transit Capital Priorities

1. **OPERATOR:** Central Contra Costa Transit Authority

2. **PROJECT NAME:** CC06 Replacement Radio System

3. **PROJECT DESCRIPTION:** Replace existing two-way radio system including base station equipment, new radios on all revenue and nonrevenue vehicles, transmitter equipment, microwave links, installation, and project administration.

4. **PROJECT CLASS:** Communications

5. **SRTP PAGE REFERENCE:** Pg. III-14 **TIP PAGE REFERENCE:** 1-6-25

6. **PROPOSED FEDERAL FUNDING:** $999,861 **SOURCE:** Section 9

7. **PROPOSED LOCAL MATCH (20%):** $249,965 **SOURCE:** Bridge Tolls

8. **TOTAL PROJECT COST:** $1,249,826

9. **PRIOR UMTA FUNDING:** None

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS: 23 CFR 771.117(c)(17)
    CEQA STATUS: 14 Cal. Admin. Code, Section 15301

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS** (CIRCULAR 7005.1):
    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    _____ No. ____ Yes: SRTP Page Reference

    b. Were the proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    _____ No. ____ Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference)

    c. Are there impediments affecting your ability to contract for the above named project?

    _____ No. ____ Yes: SRTP Page Reference
    (If yes, have you taken measures to address the impact of these impediments? Reference)

d. Have you received any formal complaints from the private sector regarding this project?

_____ No. ____ Yes: SRTP Page Reference
(If yes, how have the complaints been addressed? Reference
)

12. ADDITIONAL PLANNING JUSTIFICATION:

This project will replace the existing radio system used to link the Authority's Dispatch with coaches on the road. The existing system is not capable of operating in the necessary mode to provide essential communication for the safety and convenience of our passengers. Consistent breakdowns in communications have been the result of the existing system's one-channel design. The present fleet size and the initial design of the system makes the current system inadequate for quick responses to emergency situations involving vehicle accidents and passenger safety. The unreliability of the current system results in the lack of monitoring systemwide productivity and coordination within the system. This includes the fact that the existing system has several "dead spots" where radio communications are impossible given terrain and transmitter constraints. This project also includes the replacement of the existing telephone line link between the central console and the transmitter. The current link is frequently unreliable and expensive to operate and needs to be replaced with a microwave system that provides continuous and uninterrupted communications.

With the increase in the number of vehicles in the fleet, to 112 by 1989, an advanced system will be necessary to prevent system overloads.

Direct benefits to the passenger will be achieved by providing a safe, secure, and reliable communication system. This technically advanced system will allow fast and direct communication between coaches and the Authority in the event of an emergency, breakdown, or circumstances requiring remedial action.

The system will help ensure regular and direct supervision of bus operators. The project allows dispatch and supervisory personnel to monitor daily activities including wheelchair boardings, bus-to-bus transfers, BART-to-bus transfers, traffic problems, detours, and overall schedule adherence.

Finally, it is noted that this project is an upgrade/replacement of a system that will be 12 years old in 1994. The unreliability and the increase in fleet size will necessitate a technologically advanced two-way radio system with the capabilities of the proposed project and will also provide a dependable and vital communication system.

* This project is programmed for fiscal year 1994 with a score of 13. This project justification worksheet reflects moving up the project to fiscal year 1993 with an appropriate de-escalation of 5% from the future value of the project.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: REPLACE RADIO SYSTEM
Operator: CCCTA
Date: 14-Jan-92

Initial Clearances Required: EIR(NR), O&S COMMITTEE APPROVAL, BOARD APPROVAL
(Further clearances marked below with "o")

IMPLEMENTATION	FY 93	FY 94	FY 95	FY 96
SCHEDULE:	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4
TASK 1:				
DEVELOP	----------O			
SPECS				
TASK 2:				
PROCURE/	----------O			
AWARD BID				
TASK 3:				
CONSTR/	-------	----------O		
INSTALL				
EXPENDITURE				
PLAN (000$):	FY 93	FY 94	FY 95	FY 96
UMTA SEC.9	1000			
UMTA SEC.3				
FAU/FAI				
OTHER FEDERAL				
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				
OTHER STATE				
BRIDGE TOLLS	250			
STA (OP)				
STA (REG)				
LOCAL (specify:				
)				
TOTAL FUNDS	1250			

Date: January 14, 1992
FY93*

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for the Nine-year Program
of MTC's Transit Capital Priorities

1. **OPERATOR:** Central Contra Costa Transit Authority

2. **PROJECT NAME:** Replace Underground Storage Tanks & Lines

3. **PROJECT DESCRIPTION:** Replace two 25,000 gallon diesel tanks of single-wall construction with two 25,000 gallon diesel tanks of double-wall construction that are methanol compatible and replace all single-lined feed lines with double-lined feed lines.

4. **PROJECT CLASS:** Vehicle Maintenance Shops and Garage, Operating Yards and Station

5. **SRTP PAGE REFERENCE:** III-14 **TIP PAGE REFERENCE:** 1-6-24

6. **PROPOSED FEDERAL FUNDING:** $266,667 **SOURCE:** Section 9

7. **PROPOSED LOCAL MATCH (20%):** $66,667 **SOURCE:** Bridge Tolls

8. **TOTAL PROJECT COST:** $333,334

9. **PRIOR UMTA FUNDING:** None

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS: 23 CFR 771.117(c)(17).
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302.

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS** (CIRCULAR 7005.1):

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    _____ No. _____ Yes: SRTP Page Reference

    b. Were the proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    _____ No. _____ Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference)

    c. Are there impediments affecting your ability to contract for the above named project?

    _____ No. _____ Yes: SRTP Page Reference
    (If yes, have you taken measures to address the impact of these impediments?

Reference)

d. Have you received any formal complaints from the private sector regarding this project?

_____ No. _____ Yes: SRTP Page Reference
(If yes, how have the complaints been addressed? Reference)

12. **ADDITIONAL PLANNING JUSTIFICATION:**

Currently two 25,000 gallon diesel tanks are single-walled only. The rest are double-walled. In addition, many of the feed lines that connect tanks to pumping stations are single-lined. This project will replace the two single-walled tanks with double-walled tanks and will replace all single-lined feed lines with double-lined feed lines.

By using single-walled tanks or single lined feed lines, CCCTA is running a greater risk of service disruption due to a fueling failure, an environmental disaster due to a fueling failure, or an extreme financial liability due to a fueling failure than if all tanks and lines were of double-walls or lines.

By replacing the single-walled and single-lined tanks and lines with double-walled or lined tanks and lines, CCCTA can greatly reduce the likelihood of a fueling related accident. In addition, near-future federal and/or state regulations will most likely require all tanks and lines be double-walled and/or double-lined. And if methanol becomes a required alternative fuel, double-walled tanks are compatible with that while single-walled tanks are not.

Replacing the two single-walled tanks and the single-lined feed lines will help ensure that the environment is not harmed, that CCCTA employees face a minimal safety hazard, and will minimize the likelihood that service would be adversely affected by a fueling problem.

* This project is programmed in fiscal year 1995 with a score of 13. This project justification worksheet reflects moving up the project to fiscal year 1993 with an appropriate de-escalation of 5% per year from the future value of the project.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: REPLACE UNDERGROUND TANKS
Operator: CCCTA
Date: 14-Jan-92

Initial Clearances Required: EIR(NR), O&S COMMITTEE APPROVAL, BOARD APPROVAL
(Further clearances marked below with "o")

IMPLEMENTATION	FY 93	FY 94	FY 95	FY 96
SCHEDULE:	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4
TASK 1:				
DEVELOP	----------O			
SPECS				
TASK 2:				
PROCURE/	----------O			
AWARD BID				
TASK 3:				
CONSTR/	-------	----------O		
INSTALL				
EXPENDITURE				
PLAN (000$):	FY 93	FY 94	FY 95	FY 96
UMTA SEC.9		267		
UMTA SEC.3				
FAU/FAI				
OTHER FEDERAL				
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				
OTHER STATE				
BRIDGE TOLLS		67		
STA (OP)				
STA (REG)				
LOCAL (specify:				
)				
TOTAL FUNDS		333		

Date: January 14, 1992
FY93*

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for the Nine-year Program
of MTC's Transit Capital Priorities

1. **OPERATOR:** Central Contra Costa Transit Authority

2. **PROJECT NAME:** CC10 Service Vehicle Replacement

3. **PROJECT DESCRIPTION:** Replace 14 CCCTA nonrevenue service vehicles including supervisors' sedans, staff sedans, and utility trucks over a four-year period (five vehicles in 1993).

4. **PROJECT CLASS:** Service Vehicles/Revenues Vehicles Movement Control

5. **SRTP PAGE REFERENCE:** Pg. III-14 **TIP PAGE REFERENCE:** 1-9-5

6. **PROPOSED FEDERAL FUNDING:** $114,400 **SOURCE:** Section 9

7. **PROPOSED LOCAL MATCH (20%):** $28,600 **SOURCE:** Bridge Tolls

8. **TOTAL PROJECT COST:** $143,000

9. **PRIOR UMTA FUNDING:** None

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS: 23 CFR 771.117(c)(17).
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302.

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS** (CIRCULAR 7005.1):
    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    _____ No. ____ Yes: SRTP Page Reference

    b. Were the proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    _____ No. ____ Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference)

    c. Are there impediments affecting your ability to contract for the above named project?

    _____ No. ____ Yes: SRTP Page Reference
    (If yes, have you taken measures to address the impact of these impediments? Reference)

    d. Have you received any formal complaints from the private sector

regarding this project?

_____ No. ____ Yes: SRTP Page Reference
(If yes, how have the complaints been addressed? Reference
)

12. ADDITIONAL PLANNING JUSTIFICATION:

This project involves the routine replacement of service vehicles in CCCTA's nonrevenue fleet. It includes replacement of four service trucks and nine staff and street supervisors' sedans. The trucks are used by maintenance staff to make roadcalls and to pick up parts from suppliers. The staff automobiles are used by administrative staff to attend meetings and to conduct field investigations within the CCCTA service area. Additionally, these vehicles are used to service timetables and pass outlets located at a variety of places throughout the CCCTA service area. The supervisors' sedans are used to monitor the operation of CCCTA buses and their operators when in service.

This project is part of CCCTA's continuing program to replace Authority nonrevenue vehicles at the end of their useful lives. This program is based on a replacement schedule which includes the following standards for determining when such vehicles are candidates for replacement:

- Age: Generally, automobiles and service trucks should be at least four years old before they are eligible for replacement.

- Mileage: Automobiles should have at least 75,000 miles; service trucks, 65,000.

The vehicles within this project will have reached both stages by the time they are slated to be replaced.

Replacement of nonrevenue vehicles at the end of their lives is the most economical alternative available. It avoids incurring high operating expenses to repair and maintain vehicles past the end of their useful lives when major components begin to fail and repair costs increase significantly.

This project will occur over four fiscal years. The cost figures above reflect the cost of the entire project over the four years. Listed below is a schedule of vehicle replacement for the life of the project by fiscal year including yearly project cost.

Fiscal Year	# of Vehicles	Yearly Cost
1992-93	2 Cars/Vans & 3 Trucks	$143,000
1993-94	1 Van & 1 Truck	$58,448
1994-95	1 Car	$15,065
1995-96	5 Cars/Vans & 1 Truck	$127,711
Totals	9 Cars/Vans & 4 Trucks	$344,224

This project justification worksheet is for the portion of the project to take place in fiscal year 1993 and covers replacement of five

vehicles as described above.

* A significant portion of this project (11 vehicles) is unprogrammed for fiscal year 1995 and ranked in fiscal year 1998 with a score of 9. Eight of these 11 vehicles are moving up to fiscal years 1993, 94, and 95 with this justification worksheet.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: REPLACE 14 SERVICE VEHICLES
Operator: CCCTA
Date: 14-Jan-92

Initial Clearances Required: EIR (NR), O&S COMMITTEE APPROVAL, BOARD APPROVAL
(Further clearances marked below with "o")

IMPLEMENTATION	FY93	FY94	FY95	FY96
SCHEDULE:	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4	Q1 Q2 Q3 Q4
TASK 1:				
DEVELOP	------O	------O	------O	------O
SPECS				
TASK 2:				
ENVIR.	-------O	-------O	-------O	-------O
DOC. (EX)				
TASK 3:				
PROCURE/	----------O	----------O	----------O	----------O
AWARD BID				
TASK 4:				
CONSTR/	----------O	----------O	----------O	----------O
TESTING				
TASK 5:				
DELIVERY/	----------O	----------O	----------O	----------O
ACCEPT				
EXPENDITURE				
PLAN (000$):	FY93	FY94	FY95	FY96
UMTA SEC.9	114	47	12	102
UMTA SEC.3				
FAU/FAI				
OTHER FEDERAL				
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				
OTHER STATE				
BRIDGE TOLLS	29	12	3	26
STA (OP)				
STA (REG)				
LOCAL (specify:				
)				
TOTAL FUNDS	143	59	15	128

SAN FRANCISCO / OAKLAND URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: **Metropolitan Transportation Commission**

Grantee: **CalTrain**

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):		*$76,320,142*
FY 1991–92 Carryover Funds:		*$0*
	Total:	*$76,320,142*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1992–93 Net Project Cost
	CalTrain	$559,183	$7,412,817	$7,972,000

Program of Projects Capital Projects		Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
CalTrain						
CT03	Key Stn Access (SF)	13	$2,754,000	$688,500		$3,442,500
CT06	Track Rehab (SF)	13	$2,400,754	$300,094	$300,094	$3,000,943
CT02	Station Acq (SF)	10	$1,713,600	$214,200	$214,200	$2,142,000
CT09	Radio Commun (SF)	10	$163,793	$20,474	$20,474	$204,741
CT03	Station Improvements (SF)	6	$2,845,800	$355,725	$355,725	$3,557,250
			$9,877,947	$1,578,993	$890,493	$12,347,434
	TOTAL GRANTEE PROGRAM:		$10,437,130			

PROJECT WORKSHEET

For Projects For FY 92/93
MTC Transit Capital Priorities

1. **OPERATOR:** CalTrain

2. **PROJECT NAME:** Key Station Accessibility

3. **PROJECT DESCRIPTION:** As required by the Americans with Disabilities Act (ADA), Caltrans/JPB intend to retrofit key stations to provide access to disabled and elderly passengers. The Key Station Accessibility Plan identified ten stations as key stations.

4. **PROJECT CLASS:** Passenger Stations (6)

5. **SRTP PAGE REFERENCE:** 40 TIP PAGE REFERENCE:

6. **PROPOSED FEDERAL FUNDING:** $4,500,000 (FY 93) SOURCE:FTA Section 9
   SFO: $2,754,000 SJ: $1,746,000

7. **PROPOSED LOCAL MATCH (20%):** $1,125,000 (FY 93) **SOURCE:** 116

8. **TOTAL PROJECT COST:** $5,625,000 (FY 93)

9. **PRIOR UMTA FUNDING:** NONE

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS: 23 CFR 771.117(c)(19)
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):**

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    ___No. _X_Yes: SRTP Page Reference 40

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    _X_No. ___Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference ___)

    c. Are there impediments affecting your ability to contract for the above named project?

    _X_No. ___Yes: SRTP Page Reference

    (If yes, have you taken measures to address the impact of these impediments?)

d. Have you received any formal complaints from the private sector regarding this project?

_X_No. ___Yes: SRTP Page Reference
(If yes, how the complaints been addressed? Reference ____)

12. **ADDITIONAL PLANNING JUSTIFICATION**

As required by the Americans with Disabilities Act (ADA), Caltrans/JPB intend to retrofit key stations to provide access to disabled and elderly passengers. The Key Station Accessibility Plan identified ten stations as key stations.

The proposed improvements will consist primarily of providing an accessible path to the platforms from the parking areas and bus stops, and providing an accessible path between the northbound and southbound platforms, whether by a track crossing or ramps under the tracks.

Three of the ten stations will require major modifications at a cost exceeding $2 million per station; whereas, the cost for the other stations range between $100,000 - $300,000 per station. This project is fully funded in FY 93 and 94. Table 1 lists the ten stations, the types of improvements at each station and the estimated costs.

TABLE 1

COST ESTIMATES KEY-STATIONS

STATION	REQUIRED IMPROVEMENTS	EST. COST
San Francisco	Minor modifications, inc. street access, door modifications, signing, platform tiles.	$200,000
San Mateo	Minor modifications inc. signing and platform tiles	$100,000
Hillsdale	Ramping, retaining walls restroom modification, signing and platform tiles	$2,000,000
Redwood City	Minor modifications inc. signing and platform tiles	$100,000
Palo Alto	Rebuild or replace 2 tunnels, signing, platform tiles	$3,000,000
Mountain View	Minor modifications inc. signing and platform tiles	$100,000
Sunnyvale	Modify restrooms, building access, signing, and platform tiles. (Major renovation already under construction.)	$300,000
Santa Clara	Minor modifications inc. signing and platform tiles	$100,000
San Jose	Rebuild or replace tunnels, signing, platform tiles	$5,500,000
Tamien	Already accessible	No Cost
TOTAL		*$11,4000,000*

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
PROJECT: Key Station
Operator: CalTrain
Page: 4

Initial Clearances Required:

IMPLEMENTATION SCHEDULE	*FY 92/93* Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4	FY 96/97 Q1 Q2 Q3 Q4
TASK 1: DESIGN/ENGINEEING	X X				
TASK 2: CONSTRUCTION	X X	X X X X			

O: Clearance and Approvals:

EXPENDITURE PLAN	FY 92/93	FY 93/94	FY 94/95	FY 95/96	FY 96/97
FTA SECTION 9	$4,500,000	$4,620,000			
FTA SECTION 3					
OTHER FED					
STATE TP & D					
ARTICLE XIX					
RAIL BONDS					
PCL BONDS	$1,125,000	$1,155,000			
OTHER STAT					
STA*					
LOCAL FUNDS					
SOURCE:					
SALES TAX					
TOTAL FUNDS	$5,625,000	$5,775,000			

PROJECT WORKSHEET
For Projects For FY 92/93
MTC Transit Capital Priorities

1. **OPERATOR:** CalTrain

2. **PROJECT NAME:** Track Rehabilitation

3. **PROJECT DESCRIPTION:** Any improvements to track, such as installation of Continuous Welded Rail (CWR), tie replacement, curve rail replacement, surfacing, station area track rehabilitation, and bridge and signal rehabilitation are considered capital improvements.

4. **PROJECT CLASS:** TRANSIT WAY

5. **SRTP PAGE REFERENCE:** 35-36 **TIP PAGE REFERENCE:**

6. **PROPOSED FEDERAL FUNDING:** $3,922,800 (FY 93) **SOURCE:FTA Section 9**
   SFO: $2,400,754 SJ: $1,522,046

7. **PROPOSED LOCAL MATCH (20%):** $980,700 (FY 93) **SOURCE:** 116

8. **TOTAL PROJECT COST:** $4,903,800 (FY 93)

9. **PRIOR UMTA FUNDING:** CA-90-X285: $5,795,868
   CA-90-X335: $2,745,343

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS: 23 CFR 771.117(c)(19)
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):**

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    ___No. _X_Yes: SRTP Page Reference 35

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    _X_No. ___Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference ___)

    c. Are there impediments affecting your ability to contract for the above named project?

    _X_No. ___Yes: SRTP Page Reference

    (If yes, have you taken measures to address the impact of these impediments?)

d. Have you received any formal complaints from the private sector regarding this project?

_X_No. ___Yes: SRTP Page Reference
(If yes, how the complaints been addressed? Reference ____)

12. **ADDITIONAL PLANNING JUSTIFICATION**

In accordance with the JPB/Amtrak Operating Agreement, JPB pays Amtrak to maintain track, bridges and signals used by the passenger service. Any improvements to track, such as installation of Continuous Welded Rail (CWR), tie replacement, curve rail replacement, surfacing, station area track rehabilitation, and bridge and signal rehabilitation are considered capital improvements.

For FY 92/93, the JPB has programmed $3.9 million FTA Section 9 funds and $1 million in state and local matching funds for the track rehabilitation program.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
PROJECT: Track Rehabilitation
Operator: CalTrain
Page: 3

Initial Clearances Required:

IMPLEMENTATION SCHEDULE	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4	FY 96/97 Q1 Q2 Q3 Q4
TASK 1: DESIGN/ENGINEERING	X X	X X	X X	X X	X X
TASK 2: CONSTRUCTION	X	X	X	X	X

O: Clearance and Approvals:

EXPENDITURE PLAN	FY 92/93	FY 93/94	FY 94/95	FY 95/96	FY 96/97
FTA SECTION 9	$3,922,800	$7,500,000	$7,500,000	$7,500,000	$7,500,000
FTA SECTION 3					
OTHER FED					
STATE TP & D					
ARTICLE XIX					
RAIL BONDS					
PCL BONDS	$980,700	$1,875,000	$1,875,000	$1,875,000	$1,875,000
OTHER STATE					
STA*					
LOCAL FUNDS					
SOURCE:					
SALES TAX					
TOTAL FUNDS	$4,903,500	$9,375,000	$9,375,000	$9,375,000	$9,375,000

PROJECT WORKSHEET

For Projects For FY 92/93
MTC Transit Capital Priorities

1. **OPERATOR:** CalTrain

2. **PROJECT NAME:** Station Acquisition

3. **PROJECT DESCRIPTION:** Aquisition of two parking lots on the east side of the tracks at the Palo Alto Station

4. **PROJECT CLASS:**

5. **SRTP PAGE REFERENCE:** 39 TIP PAGE REFERENCE:

6. **PROPOSED FEDERAL FUNDING:** $2,800,000 (FY 93) SOURCE: FTA Section 9

   SFO: $1,713,600 SJ: $1,086,400

7. **PROPOSED LOCAL MATCH (20%):** $700,000 (FY 93) SOURCE: TCI LOCAL

8. **TOTAL PROJECT COST:** $3,500,000 (FY 93)

9. **PRIOR UMTA FUNDING:**

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS: 23 CFR 771.117(c)(19)
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):**

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    ___No. _X_Yes: SRTP Page Reference 39

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    _X_No. ___Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference ___)

    c. Are there impediments affecting your ability to contract for the above named project?

    _X_No. ___Yes: SRTP Page Reference

    (If yes, have you taken measures to address the impact of these impediments?)

d. Have you received any formal complaints from the private sector regarding this project?

_X_No. ___Yes: SRTP Page Reference
(If yes, how the complaints been addressed? Reference ____)

12. **ADDITIONAL PLANNING JUSTIFICATION**

In FY 93, $3.5 million is programmed to pay back loans from SamTrans and SCCTD for the purchase of two parking lots on the east side of the tracks at the Palo Alto Station. The agencies advanced the funds to Caltrans so that the state could proceed with the purchase this property from Catelus Development Corporation.

With the purchase of this property, the station acquisition program is complete with the exception of the Fourth and Townsend Station in San Francisco. It remains the only privately owned station.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
PROJECT: Station Aquisition
Operator: CalTrain
Page: 3

Initial Clearances Required:

IMPLEMENTATION SCHEDULE	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4	FY 96/97 Q1 Q2 Q3 Q4
TASK 1: FINALIZE TRANSACTION	X				

0: Clearance and Approvals:

EXPENDITURE PLAN	FY 92/93	FY 93/94	FY 94/95	FY 95/96	FY 96/97
FTA SECTION 9	$2,800,000				
FTA SECTION 3					
OTHER FED					
STATE TP & D	$350,000				
ARTICLE XIX					
RAIL BONDS					
PCL BONDS					
OTHER STAT					
STA*					
LOCAL FUNDS					
SOURCE:					
JPB AGENCIES	$350,000				
TOTAL FUNDS	$3,500,000				

PROJECT WORKSHEET

For Projects For FY 92/93
MTC Transit Capital Priorities

1. **OPERATOR:** CalTrain

2. **PROJECT NAME:** Radio Communications

3. **PROJECT DESCRIPTION:** Installation of a base station at the interlocking facility in San Francisco and another in San Jose.

4. **PROJECT CLASS:** Communications (14)

5. **SRTP PAGE REFERENCE:** 38 TIP PAGE REFERENCE:

6. **PROPOSED FEDERAL FUNDING:** $267,635 (FY 93) SOURCE: FTA Section 9
   SFO: $163,793 SJ: $103,843

7. **PROPOSED LOCAL MATCH (20%):** $66,908 (FY 93) SOURCE: 116

8. **TOTAL PROJECT COST:** $334,543 (FY 93)

9. **PRIOR UMTA FUNDING:** NONE

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS: 23 CFR 771.117(c)(19)
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):**

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    ___No. _X_Yes: SRTP Page Reference 38

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    _X_No. ___Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference ___)

    c. Are there impediments affecting your ability to contract for the above named project?

    _X_No. ___Yes: SRTP Page Reference

    (If yes, have you taken measures to address the impact of these impediments?)

d. Have you received any formal complaints from the private sector regarding this project?

_X_No. ___Yes: SRTP Page Reference
(If yes, how the complaints been addressed? Reference ____)

12. ADDITIONAL PLANNING JUSTIFICATION

Amtrak will temporarily use the SP radio base stations for dispatching and maintenance communications. However, JPB needs to establish its own private radio communication network with its own radio frequencies. The JPB requested acceleration of federal Section 9 funding for installation of a base station at the interlocking facility in San Francisco and another at the proposed maintenance facility site in San Jose in FY 92/93. The total programmed federal amount is $267,635 with $66,910 in Proposition 116 funds to be used as the required match.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
PROJECT: Radio Communications
Operator: CalTrain
Page: 3

Initial Clearances Required:

IMPLEMENTATION SCHEDULE	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4	FY 96/97 Q1 Q2 Q3 Q4
TASK 1: INSTALL FACILITY	X	X X X X			
TASK 2: ISSUE BID DOCUMENT					
TASK 3: AWARD OF BID					
TASK 4: CONSTRUCTION					

O: Clearance and Approvals:

EXPENDITURE PLAN	FY 92/93	FY 93/94	FY 94/95	FY 95/96	FY 96/97
FTA SECTION 9	$267,635				
FTA SECTION 3					
OTHER FED					
STATE TP & D					
ARTICLE XIX					
RAIL BONDS					
PCL BONDS	$66,910				
OTHER STATE					
STA					
LOCAL FUNDS					
SOURCE:					
SALES TAX					
TOTAL FUNDS	$334,543				

1-23-92

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93-00
of MTC's Transit Capital Priorities

1. OPERATOR: Caltrans/JPB

2. PROJECT NAME: Station Improvements

3. PROJECT DESCRIPTION: At stations with center boarding platforms, convert to outside boarding with center fence separation and install pedestrian crossing signals.

4. PROJECT CLASS: Passenger Stations

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $4,824,600 SOURCE: Section 9
SFO: $2,845,800 SJ: $1,804,200

7. PROPOSED STATE FUNDING (20%): $1,206,150 SOURCE: PCL Bonds

PROPOSED LOCAL MATCH ( ): SOURCE:

8. TOTAL PROJECT COST: $6,030,750

9. PRIOR UMTA FUNDING:

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No. _____ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Outside Boarding Platforms
Operator: Caltrans/JPB
Date: January 22, 1992

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4
TASK 1:Design/ Engineering	----------	----------	----------	
TASK 2: Construction		----------	----------	----
TASK 3:				

EXPENDITURE PLAN (000$):	FY 92/93	FY 93/94	FY 94/95	FY
UMTA SEC. 9	4,824,600			
UMTA SEC. 3				
FAU/FAI				
OTHER FED.				
STATE TP&D				
ARTICLE XIX				
PROP 108 BOND				
PROP 116 BOND	1,206,150			
FCR				
STAT/LCL PART				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL FUNDS				
SPECIFY:				
TOTAL FUNDS	403	3,627		

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

Caltrans/JPB intends to enhance passenger safety and increase operational flexibility by converting stations with center boarding platforms to outside boarding with center fence separation. Pedestrian signals will be installed at designated crossing points to control pedestrian movement across tracks.

Currently at stations with center boarding platforms, trains may not operate through stations when an opposing train is stopped for passengers. This limits operational flexibility particular during the peak hours when express trains bypass stations. Outside boarding may allow opposing trains to meet at stations, thereby reducing scheduling limitations. Outside boarding platforms also reduce track maintenance costs. Currently, maintenance of tracks located between center and outside boarding areas requires removal of one platform in order to correct ballast problems that affect the vertical alignment of the tracks. The elimination of the center platform will allow this work to be done without the removal of an adjacent platform.

Currently, seven of the existing 24 stations between terminals have outside boarding platforms, five of which do not have center fence separation. Funding has been secured for the conversion of nine additional stations to outside boarding. Of the remaining eight stations, three stations (South San Francisco, Santa Clara and College Park) cannot be converted to outside boarding at this time due to space constraints imposed by adjacent switching yards. Caltrans/JPB is requesting funds for the remaining five stations. In addition, funds are being requested to install fences between opposing tracks at two of the stations (Bayshore and San Bruno) that currently have outside boarding platforms.

Funding for these projects is currently programmed in an out year under CalTrain station improvements although funds were requested for an earlier year. Due to the operational restrictions associated with center boarding and the JPB's plans to increase service, we are requesting that funding for these projects be accelerated to FY 92/93 and FY 93/94. Acceleration of these projects may also have significant associated cost savings because it is possible that an outside boarding configuration will alleviate concerns regarding the necessity of having a fireman on board the trains.

AN FRANCISCO / OAKLAND URBANIZED AREA

'A SECTION 9 PROGRAM

esignated Recipient: Metropolitan Transportation Commission

rantee: Golden Gate Bridge and Highway Transit District

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):	*$76,320,142*
FY 1991–92 Carryover Funds:	*$0*
Total:	*$76,320,142*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1992–93 Net Project Cost
	GGBHTD	$1,512,550	$52,389,050	$53,901,600

Program of Projects Capital Projects		Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
GBHTD						
G03	Replace Fuel Lines (LRK)	13	$600,000		$150,000	$750,000
G03	Sausalito Landng Imp	13	$791,538	$98,942	$98,942	$989,423
			$1,391,538	$98,942	$248,942	$1,739,423
	TOTAL GRANTEE PROGRAM:		$2,904,088			

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 1992/93
of MTC's Transit Capital Priorities

1. OPERATOR: GGBHTD

2. PROJECT NAME: Larkspur Ferry Terminal - Replace Fuel System - Replace Fuel Delivery Subsystem

3. PROJECT DESCRIPTION: Replace fuel delivery subsystem.

4. PROJECT CLASS: Operating Yards and Station, Passenger Parking Facilities

5. SRTP PAGE REFERENCE: pp 106,107 TIP PAGE REFERENCE: 1-6-36

6. PROPOSED FEDERAL FUNDING: $600,000 SOURCE: UMTA Section 9

7. PROPOSED LOCAL MATCH (20%): $150,000 SOURCE: STA,OP

8. TOTAL PROJECT COST: $750,000

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: (NR)

NEPA STATUS: 23 cfr 771.115(b)
CEQA STATUS: 14 Cal.Admin.Code, Section 15302 class II

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. ___X_ Yes: SRTP Page Reference _pp.32,33___

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

This project is currently included in the Regional Transportation Improvement Program for UMTA Section 9 funding in FY 1994/95.

There are currently four 75,000 gallon diesel fuel storage tanks at the Larkspur ferry terminal. Fuel delivery systems are located at the three berths. A pumphouse and six inch diameter fuel pipelines connect the tanks with the delivery systems. The fuel system was installed when the facility was constructed in 1975. The District must replace the containment and monitoring systems in accordance with the California Health and Safety Code, Division 20, Chapter 6.67 - Above Ground Storage of Petroleum, Section 25270.7(c). The District recently completed preliminary engineering studies which identified replacement of the existing containment and monitoring systems as the most desirable means of meeting the new regulations.

During the Loma Prieta earthquake, the fuel pipelines failed. Subsequent engineering investigations of the fuel system suggest a high probability of failure of the fuel delivery lines in the future due to corrosion and natural earth movement (settlement). Immediate replacement of the fuel delivery subsystem is recommended. The 15 year old pumps would also be replaced and a fuel metering system installed.

This is a high priority project that may be initiated with District funds, if necessary, and constructed in two phases. The District requests an emergency advancement of the Phase I - Replace Fuel Delivery Subsystem portion of this project in the amount of $750,000 in FY 1992/93. The District will provide engineering justification for this request as required by MTC staff. The Phase II - Replace Fuel Storage Containment and Monitoring Subsystem would remain as programmed in FY 1994/95 in the amount of $1,467,000.

This project is essential for the continued operation of Larkspur ferry service. The project is also necessary to protect the natural environment from possible contamination as a result of an accidental diesel fuel discharge into the Corte Madera Creek and San Francisco Bay.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: January 14, 1992

Project: Larkspur Ferry Terminal - Fuel Delivery Replacement

Operator: GGBHTD

Initial Clearances Required: Neg.Dec.

IMPLEMENTATION SCHEDULE:	FY 93 Q1	Q2	Q3	Q4	FY 94 Q1	Q2	Q3	Q4	FY 95 Q1	Q2	Q3	Q4	FY 96 Q1	Q2	Q3	Q4
TASK 1:Board Approval	O															
TASK 2:Design	*	*														
TASK 3:Grant Approval			O													
TASK 4: Neg.Dec.		*	O													
TASK 5: Permits				O												
TASK 6:Bid Specs			*	*												
TASK 7:Bid & Award					*	O										
TASK 8: Construct							*	*								

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 93	FY 94	FY 95	FY 96
UMTA SEC. 9		$600,000		
UMTA SEC. 3				
OTHER FED.				
STATE TP&D				
ARTICLE XIX				
RAIL BONDS				
PCL BONDS				
OTHER STATE				
LOCAL FUNDS		$150,000		
SOURCE: STA				
OP				
TOTAL FUNDS		$750,000		

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 1992/93
of MTC's Transit Capital Priorities

1. OPERATOR: GGBHTD

2. PROJECT NAME: Sausalito Ferry Landing Improvements

3. PROJECT DESCRIPTION: Replace float, extend pier, and reconstruct passenger boarding ramp to improve accessibility and accomodate a new ferry vessel.

4. PROJECT CLASS: Passenger Stations

5. SRTP PAGE REFERENCE: p.103 TIP PAGE REFERENCE: p.I-6-35

6. PROPOSED FEDERAL FUNDING: $791,538 SOURCE: UMTA Section 9

7. PROPOSED LOCAL MATCH (20%): $197,885 SOURCE: STA,OP

8. TOTAL PROJECT COST: $989,423

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: (NR)

NEPA STATUS: 23 cfr 771.115(b) #23
CEQA STATUS: 14 Cal.Admin.Code, Section 15302 class II

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference _pp.32,33____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

This project is included in FY93 of the FY 92 - FY 96 Regional Transportation Improvement Program (TIP) - Transit Element. The existing docking facility at the Sausalito ferry landing consists of a single level, steel float with rubber knees secured to four pilings about 50 feet from the shore. A wooden pier and steel gangway connect the float to the shore. The gangway is hinged at the pier and rests on wheels at the float to enable it to rise and fall with the tide. The float is about 30 years old and is need of replacement. The pier was refurbished by the District in 1980.

In the FY 92 and FY 93 program years, two expansion fast ferry vessels will be purchased for the ferry service between Larkspur and San Francisco. The ferry service between Sausalito and San Francisco is currently operated using a single vessel: the MV Golden Gate. The two new vessels and three existing Larkspur vessels are expected to be used intermittently on the Sausalito service until the MV Golden Gate is retired at the end of its 30 year service life. These vessels are larger than the MV Golden Gate and require a modified docking facility at the Sausalito landing.

To accomodate the larger vessels, new pilings would be driven about 100 feet from shore and a new larger float would be purchased and secured to them. The ramp would be widened and otherwise reconstructed to connect to an extended pier and to the new float.

Accessibility would be improved for persons with disabilities. Currently, at the San Francisco ferry terminal, passengers are loaded at the vessel's upper level. At Sausalito, passengers unload at the lower level. Persons who can not use the vessel's stairs are moved between levels by a lift on the MV Golden Gate. The new float is proposed to have two levels for loading and unloading at either level. Otherwise new vessels would require the added expense of a special lift, and passengers with disabilities would suffer the inconvenience of having to be transported via the lift. None the less, the City of Sausalito has requested the District reconsider a single level float. Therefore, vessel lifts may be included in this project as a substitute for a two level float, pending resolution of this issue.

If the docking facility is not replaced, eventual replacement of the MV Golden Gate with a new, higher capacity, and more technologically advanced vessel may be difficult or impossible. Therefore, the District may forego the opportunity to reduce vessel operating and maintenance costs, increase service reliability, and increase vessel speed, all of which would contribute to a significant improvement in ferry system productivity. The use of a new fast ferry for the Sausalito ferry service is recommended in the Regional Ferry Plan.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: January 14, 1992

Project: Sausalito Ferry Landing Improvements
Operator: GGBHTD

Initial Clearances Required: Negative Declaration

IMPLEMENTATION SCHEDULE:	FY 93 Q1	Q2	Q3	Q4	FY 94 Q1	Q2	Q3	Q4	FY 95 Q1	Q2	Q3	Q4	FY 96 Q1	Q2	Q3	Q4
TASK 1:Grant Approval			O													
TASK 2:Design				*												
TASK 3:Review & Neg.Dec.					*	O										
TASK 4: Permits							*	O								
TASK 5: Bid Specs							*									
TASK 6: Bid & Award								*								
TASK 5: Construct									*	*	*					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 93	FY 94	FY 95	FY 96
UMTA SEC. 9		$791,538		
UMTA SEC. 3				
OTHER FED.				
STATE TP&D				
ARTICLE XIX				
RAIL BONDS				
PCL BONDS				
OTHER STATE				
LOCAL FUNDS SOURCE: STA OP		$197,885		
TOTAL FUNDS		$989,423		

SAN FRANCISCO / OAKLAND URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: LAVTA

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):	*$76,320,142*
FY 1991–92 Carryover Funds:	*$0*
Total:	*$76,320,142*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1992–93 Net Project Cost
	LAVTA	$744,917	$1,668,260	$2,413,177

Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
LAVTA					
No Capital Projects		$0		$0	$0
TOTAL GRANTEE PROGRAM:		$744,917			

SAN FRANCISCO / OAKLAND URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: San Francisco Municipal Railway

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):		*$76,320,142*
FY 1991–92 Carryover Funds:		*$0*
	Total:	*$76,320,142*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1992–93 Net Project Cost
	MUNI	$7,574,454	$166,330,543	$173,904,997

	Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
MUNI						
MU05	Trolley Coach Repl. (COvr)	14	$861,960	$107,745	$107,745	$1,077.450
MU19	Metro Access Improvements	14	$412,000	$51,500	$51,500	$515,000
MU35	Cable Car Veh Rehab	13	$514,000	$64,250	$64,250	$642,500
MU17	Trolley OVHD Reconst	10	3,186,852	398,357	398,357	$3,983,565
			$4,974,812	$621,852	$621,852	$6,218,515
	TOTAL GRANTEE PROGRAM:		$12,549,266			

MTC TIP TRANSIT CAPITAL PRIORITIES POP/TIP SUBMITTAL FY93

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: San Francisco Municipal Railway

2. PROJECT NAME: Trolley Coach Replacement

3. PROJECT DESCRIPTION: In FY93 Muni will continue the phased replacement of its Flyer fleet with the purchase of one or two trolley buses

4. PROJECT CLASS: (1) New or Used Revenue Vehicles

5. SRTP PAGE REFERENCE: pp. TBD TIP PAGE REFERENCE: TBD

6. PROPOSED FEDERAL FUNDING: $861,690 (85%) UMTA Section 9

7. PROPOSED STATE FUNDING: $76,031 (7.5%) TP&D/RAIL BONDS

7. PROPOSED LOCAL FUNDING: $76,031 (7.5%) TIDF

9. TOTAL FY93 PROJECT COST: $1,013,753

10. PRIOR FUNDING: The original purchase and the partial replacement of trolley coaches has been funded with federal Section 3 and 9 resources, State Rail Bonds, State TCI, Bridge Tolls, SFMRIC, Sales Tax and other local funds.

11. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: NEPA STATUS: Categorical Exclusion pursuant to 23 CFR 771.117 (c)(17). CEQA STATUS: Categorical Exemption pursuant to the State EIR Guidelines §5302(c).

12. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): Please complete for Annual Element Projects only:

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    _____ No. __X__ Yes: SRTP Page Reference Chapter TBD, pp TBD

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    __X__ No. Yes: SRTP Page Reference _____

    c. Are there impediments affecting your ability to contract for the above named project?

    __X__ No. ____ Yes: SRTP Page Reference _____

6375G/7/07/92

d. Have you received any formal complaints from the private sector regarding this project?

_ X_ No. _____ Yes. SRTP Page Reference _____

If "Yes," how have these been addressed?

Reference _____

13. ADDITIONAL PLANNING JUSTIFICATION:

The Municipal Railway's trolley coaches carry 325,000 passengers daily, roughly one-fifth of the region's ridership. The fleet of 345 Flyer standard-sized trolley coaches was acquired in a single purchase in 1975. The Muni Fleet Plan proposes that most of the trolley fleet be replaced with articulated coaches (213 Articulated and 100 Standards).

The Municipal Railway SRTP recommends the phased replacement of the trolley fleet throughout the 1990's. The first purchases of 60 articulated trolley coaches in 1991 and 1992 will permit deployment into revenue service in early 1993. Those articulated trolleys and the facility changes at Potrero, which were necessary to house the coaches, were funded separately. Funds for additional trolleys are included in the FY92 Section 9 POP and will be sought in FY93 using Section 3 discretionary bus resources. The first 90 articulated trolleys coaches would be housed at Potrero Division. The next 100 standards will be housed at both Potrero and Presidio Divisions. Adoption of the ADA has accelerated the demand for accessible standard trolleys. The fleet plan has been modified to reflect this change to the timing and mix of the overall trolley fleet.

It is Municipal Railway's and FTA's expectation that the Flyer trolleys will have an average useful life of 18 years. The Muni fleet plan provides for the phased replacement of the 345-coach Flyer fleet over a ten-year period. This is a practical approach that allows for an incremental, small-scale renewal of vehicles. It also recognizes limitations of Municipal Railway financial and staff resources as capital funds are not expected to be sufficient to replace the entire Flyer fleet by 1993

6375G/7/07/92

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: San Francisco Municipal Railway

2. PROJECT NAME: Muni Metro Accessibility Improvements

3. PROJECT DESCRIPTION: This project provides for the phased design and construction of accessibility improvements serving the Muni Metro system. The project provides for the development and installation of safety and security improvements to aid the physically challenged Muni riders. The funds requested in FY93 will support accessibility improvements to the Muni Metro Stations.

4. PROJECT CLASS: (6) Passenger Stations

5. SRTP PAGE REFERENCE: pp. TBD TIP PAGE REFERENCE: TBD

6. PROPOSED FEDERAL FUNDING: $412,000 (80%) FTA Section 9

7. PROPOSED STATE FUNDING: None

8. PROPOSED LOCAL FUNDING: $103,000 SFMRIC

9. TOTAL FY93 PROJECT COST: $515,000

10. PRIOR FUNDING: The design and construction of accessible platforms were funded with prior year Federal Section 9, State Guideway, and other local capital resources.

11. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: NEPA STATUS: Categorical Exclusion pursuant to 23 CFR 771.117 (c)(15). CEQA STATUS: Categorical Exemption pursuant to the State EIR Guidelines 15301(c), 15303(d,e).

12. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): Please complete for Annual Element Projects only:

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    _____ No. __X__ Yes: SRTP Page Reference Chapter TBD pp. TBD

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    __X__ No. _____ Yes: SRTP Page Reference _____

    c. Are there impediments affecting your ability to contract for the above named proect?

    __X__ No. _____ Yes: SRTP Page Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

___X___ No. _____ Yes: SRTP Page Reference _____

If "Yes," how have these been addressed?

Reference _____

13. ADDITIONAL PLANNING JUSTIFICATION:

This project provides for the phased design and construction of accessibility improvements serving the Muni Metro system. The project elements include: the continued phased design and construction of high-level accessible wayside platforms at additional locations along Muni Metro surface routes; the trial use of wayside lifts in constrained locations; and the development and installation of safety and security improvements to aid physically challenged Muni riders. Local policy objectives promote the of phased development of a fully accessible fixed-route network.

WAYSIDE PLATFORMS

Muni operates a fleet of 130 light rail vehicles in a five-mile tunnel with nine underground stations which are accessible to wheelchair users using high level platforms. Special concrete boarding platforms for wheelchair users have been constructed on the surface at eight locations: L-TARAVAL at the San Francisco Zoo; M-OCEAN VIEW at San Francisco State University; N-JUDAH at Ocean Beach; near Cole and Carl Streets, and at Duboce Park; K-INGLESIDE near City College, at Balboa Station, and at Lakeshore Village (Junipero Serra/Ocean); J-CHURCH at San Jose and Randall Streets. A tenth site on the J-CHURCH line will be opened in early 1994 at 18th and Church Streets serving Mission High School and Dolores Park. Two more platforms have been designed for 19th Avenue serving both the M-OCEAN VIEW and extended J-CHURCH lines at Stonestown and SFSU. These platforms are included in larger projects which have some controversial elements.

The existing and proposed surface sites, in conjunction with Metro underground stations and accessible coach routes, form an integrated network of accessible public transit allowing wheelchair users to regularly use the transit system. Assessment of the recently installed wayside platforms indicates the viability of these low-maintenance concrete structures as a cost-effective solution for Metro surface accessibility at several key surface sites. The wayside platforms are included as elements of the Municipal Railway's ADA plans.

STATION IMPROVEMENTS

Improvements to Muni Metro underground stations have been proposed by the Muni Elderly and Handicapped Advisory Committee. The Muni Metro stations improvements include:

- The development and installation of a computerized announcement system which would identify the sequence of Muni Metro cars to assist the visually-impaired.

- The installation of additional street, mezzanine and platform-level surveillance cameras to increase security of disabled Muni Metro passengers. The cameras would be located at elevator entrances and exits as well as in the corridors that provide access to the elevators in Downtown Stations.

- The development and installation of distinctive platform edging treatments to assist the visually impaired passengers in boarding Muni Metro.

- The development and installation of improved elevator-request features to assist disabled passengers who are unable to use standard elevator call buttons.

MUNI METRO ACCESSIBILITY IMPROVEMENTS PRIORITIES AND FINANCIAL PLAN
(allocations in budgeted amounts)

Future Year Sites	Implementation Year	Cost
J and M-lines in the vicinity of Stonestown	in operation 1993	Funded
J and M-lines in the vicinity of SFSU	in operation 1993	Funded
J-CHURCH at 18th and Church Streets	in operation 1994	Funded
METRO Station Improvements /1/	in operation 1993	$515,000
M-line in the vicinity of Geneva Center /2/	1993-94	125,000
Audible Message Announcements /2/	1993-94	1,340,090
Balance of the Key Stations /3/	1993-97	$6,000,000

/1/ The FY93 project priority is the installation of platform edging materials.

/2/ Design activities are funded with prior year resources. Installation costs will be sought in FY94 from FTA Section 9 funds.

/3/ Design costs will be sought in FY94 from FTA Section 9 funds. Installation costs will be sought in FY95 from FTA Section 9 funds.

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: San Francisco Municipal Railway

2. PROJECT NAME: Cable Cars Vehicle Rehabilitation

3. PROJECT DESCRIPTION: This project provides for the total reconstruction of two Cable Cars on an annual basis.

4. PROJECT CLASS: (1) New or Used Revenue Vehicles

5. SRTP PAGE REFERENCE: pp TBD TIP PAGE REFERENCE: TBD

6. PROPOSED FEDERAL FUNDING: $514,000 (80%) FTA Section 9

7. PROPOSED STATE FUNDING: 64,250 (10%) ARTICLE TP&D

8. PROPOSED LOCAL FUNDING: 64,250 (10%) SALES TAX

9. TOTAL FY93 PROJECT COST: 642,500

10. PRIOR FUNDIING: Funds were included in the FY92 Section Grant CA-90-X498.

11. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: NEPA STATUS: Categorical Exclusion pursuant to 23 CFR 771.117(c)(14). CEQA STATUS: Categorical Exemption pursuant to the State EIR Guidelines 15301(d).

12. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): Please complete for Annual Element Projects only:

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    _____ No. __X__ Yes: SRTP Page Reference Chapter TBD pp. TBD

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    __X__ No. _____ Yes: SRTP Page Reference _____

    c. Are there impediments affecting your ability to contract for the above named project?

    __X__ No. _____ Yes: SRTP Page Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____

If "Yes," how have these been addressed?

Reference _____

13. ADDITIONAL PLANNING JUSTIFICATION:

The project will enhance Cable Car System reliability and productivity by completely overhauling two vehicles per year. In this fashion, the entire Cable Car fleet can be systematically rehabilitated on a twenty-two year cycle. The purchase of new equipment is not an option available to Muni, thus rehabilitation is the only viable approach. The renewal of two Cable Cars on an annual basis would fully restore the entire fleet in a systematic manner. This level of rebuilding is adequate to ensure service reliablity.

CABLE CARS VEHICLE REHABILITATION IMPLEMENTATION SCHEDULE

	TASKS	BEGIN	COMPLETE
o	Environmental Analysis	January, 1987	December, 1987
o	Project Planning and Scheduling	March, 1991	September, 1992
o	Phased Rehabilitation	March, 1993	June, 1994

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: San Francisco Municipal Railway

2. PROJECT NAME: Trolley Overhead Reconstruction: 14-MISSION Line

3. PROJECT DESCRIPTION: The project proposed for 1993 Annual Element provides for the continued phased design and reconstruction of the trolley overhead system serving the Municipal Railway's 14-MISSION trolley route.

4. PROJECT CLASS: (5) Power Generation and Distribution Facilities

5. SRTP PAGE REFERENCE: pp. TBD TIP PAGE REFERENCE: TBD

6. PROPOSED FEDERAL FUNDING: $3,186,852 (80%) FTA Section 9

7. PROPOSED STATE FUNDING: $398,357 (10%) TP&D/ARTICLE XIX

8. PROPOSED LOCAL FUNDING: $398,357 (10%) VARIOUS

9. TOTAL FY93 PROJECT COST: $3,983,565

10. PRIOR FUNDING: The reconstruction of the trolley overhead system has been an ongoing capital program since 1978. FTA, the California Transportation Commssion and the Hetch Hetchy Power Project have provided ongoing capital assistance for this activity.

11. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: NEPA STATUS: Categorical Exclusion pursuant to 23 CFR 771.117(c)(18). CEQA STATUS: Negative Declaration finalized 1978.

12. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): Please complete for Annual Element Projects only:

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    _____ No. __X__ Yes: SRTP Page Reference Chapter TBD , pp. TBD

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    __X__ No. _____ Yes: SRTP Page Reference _____

    c. Are there impediments affecting your ability to contract for the above named proect?

    __X__ No. _____ Yes: SRTP Page Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____

If "Yes," how have these been addressed?

Reference _____

13. ADDITIONAL PLANNING JUSTIFICATION:

In 1978 the Municipal Railway began a multi-year effort to rehabilitate its extensive trolley coach overhead network, most of which was originally constructed in the 1940's and 1950's. The project objective is to maintain Muni's physical plant and to avoid continuing operational problems, reduce maintenance costs, and increase system reliability.

The reconstruction work consists of the replacement of all of the worn out components such as all of the intersection special work (switches, crossings, curve segments, etc.), trolley wire, trolley poles, tangent spans, underground duct banks and feeder cables and motive power including substations which are obsolete or have deteriorated beyond repair. Street light, traffic signal and trolley overhead facilities will be consolidated on single poles where feasible and where such consolidation will result in the removal of excess poles. This mitigation measure has been incorporated into the project program. The measure responds to the City's Comprehensive Master Plan Policy which calls for the removal of redundant street furniture in order to improve pedestrian ciculation. The new construction and reconstruction work will be upgraded to include features which will provide a more reliable system with regards to operations and maintenance. The priority for FY93 is to continue to work on the 14-MISSION line.

14-MISSION TROLLEY OVERHEAD RECONSTRUCTION IMPLEMENTATION SCHEDULE

	BEGIN WORK	COMPLETE WORK
Negative Declaration	November, 1977	March, 1978
Overhead Survey	December, 1985	October 1986
Conceptual Engineering	March, 1990	October, 1990
Detailed Design - Persia to DC Loop	November, 1990	February, 1992
Bid/Award - Persia to DC Loop	February, 1992	June, 1992
Construction - Persia to DC Loop	July, 1992	July, 1993
Detailed Design - 4th to Persia	August, 1992	November, 1993
Bid/Award - 4th to Persia	November, 1993	March, 1994
Construction - 4th to Persia	March, 1994	June, 1995

AN FRANCISCO / OAKLAND URBANIZED AREA
TA SECTION 9 PROGRAM
esignated Recipient: Metropolitan Transportation Commission

rantee: SAN MATEO COUNTY TRANSIT DISTRICT

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):	*$76,320,142*
FY 1991–92 Carryover Funds:	*$0*
Total:	*$76,320,142*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1992–93 Net Project Cost
	SamTrans	$1,485,069	$26,079,931	$27,565,000

Program of Projects Capital Projects		Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
mTrans						
M01	Repl Buses–66Std	14	$13,967,778		$3,357,222	$17,325,000
	TOTAL GRANTEE PROGRAM:		$15,452,847			

APPENDIX E
PROJECT WORKSHEET
For Projects For FY 92/93
MTC Transit Capital Priorities

1. OPERATOR: SamTrans

2. PROJECT NAME: Replacement Buses

3. PROJECT DESCRIPTION: Purchase and, replacement of 66 standard transit buses.

4. PROJECT CLASS: (1) New or Used Vehicles

5. SRTP PAGE REFERENCE: III-4 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $13,967,778 SOURCE: FTA Section 9

7. PROPOSED LOCAL MATCH (20%): $3,357,222 SOURCE: STA

8. TOTAL PROJECT COST: $17,325,000

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

    NEPA STATUS: 23 CFR 771.117(c)(17)
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    ___No. _X_Yes: SRTP Page Reference B-1

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    _X_No. ___Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference ___)

    c. Are there impediments affecting your ability to contract for the above named project?

_X_No. ___Yes: SRTP Page Reference

(If yes, have you taken measures to address the impact of these impediments?)

d. Have you received any formal complaints from the private sector regarding this project?

_X_No. ___Yes: SRTP Page Reference
(If yes, how the complaints been addressed? Reference ____)

12. ADDITIONAL PLANNING JUSTIFICATION

The District's bus replacement program assumes the useful life of a bus is 12 years. Our experience has shown that buses over 12 years old have proven to significantly impact maintenance costs. The aim of our bus replacement schedule is to ultimately achieve an even distribution of buses between the ages one and 12 years with an average fleet age of six years.

Our proposed bus replacement program calls for replacement of 66 vehicles in FY 1992/93. This includes the remainder of the 113 - 1980 Flyer standard bus fleet buses. Approximately 51-40 ft. standard 1980 Flyer would be replaced. Program calls for replacement of 10 - 60 ft. Crown Ikarus buses with 15 40 ft. standard buses. This replacement schedule conforms to FTA requirements and spare ratios.

This project will enable the District to continue to maintain a safe and reliable fleet and contain its maintenance costs. All replacement buses will be assigned to existing service routes as part of the District's on-going replacement program. All new buses will comply with the 1991 EPA emission standard and will meet E & H accessibility requirements.

Initial Clearances Required:

IMPLEMENTATION SCHEDULE	FY 92/93				FY 93/94				FY 94/95				FY 95/96			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
TASK 1: Write Specs			X													
TASK 2: Issue Bid Document				X												
TASK 3: Award of Bid				X												
TASK 4: Vehicle in Service								X								

O: Clearances and Approvals:

EXPENDITURE PLAN	FY 92/93	FY 93/94	FY 94/95	FY 95/96
UMTA Sec 9	$13,967,778			
UMTA Sec 3				
Other FED				
State TP&D				
Article XIX				
Rail Bonds				
PCL Bonds				
Other State				
STA*	$3,357,222			
Local Funds				
Source: Sales Tax				
TOTAL FUNDS * &	$17,325,000			

* SamTrans will use available revenue-based SB 3 STA funds for match plus local sales tax for the balance required.

AN FRANCISCO / OAKLAND URBANIZED AREA

TA SECTION 9 PROGRAM

esignated Recipient: Metropolitan Transportation Commission

rantee: VALLEJO

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):		*$76,320,142*
FY 1991–92 Carryover Funds:		*$0*
	Total:	*$76,320,142*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1992–93 Net Project Cost
	Vallejo	$737,091	$5,898,909	$6,636,000

	Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
allejo						
L05	Repl. (leased) ferry – 1	12	$5,200,000		$1,300,000	$6,500,000
	TOTAL GRANTEE PROGRAM:		$5,937,091			

PROJECT JUSTIFICATION WORK SHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT OF MTC'S TRANSIT CAPITAL PRIORITIES

FY 1992-93 ANNUAL ELEMENT

1. **OPERATOR:** City of Vallejo

2. **PROJECT NAME:** One Replacement Ferry

3. **PROJECT DESCRIPTION:**

   Purchase of one 320 passenger, 35 knot accessible ferry vessel to replace existing boat running between Vallejo and San Francisco.

4. **PROJECT CLASS:** 1

5. **SRTP PAGE REFERENCE:** *Vallejo Ferry Plan,* pp. 37 to 40

6. **PROPOSED FEDERAL FUNDING:** Section 9 $5,200,000

7. **PROPOSED LOCAL MATCH:** Prop. 116 $1,300,000

8. **TOTAL PROJECT COST:** $6,500,000

9. **PRIOR UMTA FUNDING:** None

10. **ENVIRONMENTAL DOCUMENT AND STATUS:** Categorical Exemption

11. **COMPLIANCE W/ PRIVATE SECTOR PARTICIPATION REQUIREMENTS**

a. Was the private sector involved in the development of this project as set forth in your adopted policy? *Yes. Ferry TAC participation by private sector representatives.*

b. Were proposals received from the private sector to operate, construct, or provide part of above named project? *Yes. Private sector proposals will be considered at the appropriate times as part of the bid process for vessel construction and day-to-day system operations.*

c. Are there impediments affecting your ability to contract for the above named project? *No.*

d. Have you received any complaints from private sector regarding this project? *No.*

12. PLANNING JUSTIFICATION

The *Vallejo Ferry Plan* was adopted by the Vallejo City Council on November 26, 1991. For the purposes of this Capital Program, the Vallejo Ferry Plan should be considered as an integral part of the City's Short Range Transit Plan.

As outlined in the *Vallejo Ferry Plan* on pages 20 through 24, the existing vessel used for high speed ferry service between Vallejo and San Francisco is inadequate. These vessels are 26-meter, 27-knot catamarans with 235 indoor seats and a Coast Guard rating of 400 passengers. The drawbacks of these vessels include:

- 27-knot speed or slower with large loads translates into running times between 65 and 75 minutes, too long to be time competitive.
- Slow boarding and deboarding through narrow doors, slowing down schedules and turn around times.
- The vessels are technically accessible, but entry ramps are too steep and narrow to meet ADA mandates.
- High maintenance costs. Some engines have "blown up."

The vessel primarily dedicated to Vallejo to San Francisco service, the *M.V. Catamarin,* is under lease by the service contractor. The service contractor pays a substantial annual lease payment on this vessel, about $250,000 per year. The lease payment substantially increases cash flow requirements,

Since lease payments on the vessels are made directly by the service contractor rather than the City, the boats are at the disposal of the contractor. While the City administers and subsidizes the service, the City has virtually no control over vessel scheduling, deployment, and other operational aspects. Direct purchase of vessels by the City would provide the planning, marketing, and operating flexibility needed to maximize ferry system ridership and revenues. Direct purchase would also allow the City to place day to day system operations out to bid to the private sector, rather than dependence on one service contractor.

1) Project Benefits

a) Direct Passenger Benefits

The direct passenger benefits from purchase of two high speed ferry vessels for Vallejo to San Francisco ferry service are:

- Faster service and more frequent service
- More reliable service

- Improved passenger comfort, convenience, and amenities

Please refer to the *Vallejo Ferry Plan* for a full description of these areas of improvement possible with a replacement vessel.

b) System Productivity

A replacement vessel operating at 35 knots or better together with a second expansion vessel (discussed in next project) would be able to deliver a minimum of three round trips in each peak period, possibly four. The replacement vessel taken by itself could increase vehicle productivity by 50%, possibly up to 100%.

The *Vallejo Ferry Plan* contains a full discussion of the impact of speed on passenger attractiveness, ridership, and revenues.

c) Regional Goals

This project is included as a Regional Priority. It is also part of "Project Jump Start."

The *Vallejo Ferry Plan,* chapter 12 discussion includes a full discussion of how this project, included in a package of Vallejo ferry projects, meets regional goals and criteria.

d) Replacement or Rehabilitation

This project should be awarded points in this category, to replace an existing vessel that was not designed for the service profile inherent in the Vallejo-San Francisco route.

2) Line Item Budget

One Replacement Ferry	$5,827,500
Inspection, test, delivery, contingency	250,000
California sales tax (7.25%)	422,500
TOTAL	$6,500,000

FY 1992–93 SECTION 9 PROGRAM OF PROJECTS

SAN JOSE URBANIZED AREA

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):		*$16,540,730*
FY 1991–92 Carryover Funds:		*$0*
	Total:	*$16,540,730*

Section 9 Funds Programmed:

Program of Projects Operating Assistance		Section 9 Federal Share	*Cumulative Federal Share*
	CalTrain	$624,107	
	SCCTD	$6,304,944	
			$6,929,051

Program of Projects Capital Projects		Score	Section 9 Federal Share	*Cumulative Federal Share*	Proposed State Share	Proposed Local Share	Total Project Cost
CalTrain							
CT04	Key Station Access (SJ)	13	$1,746,000		$436,500		$2,182,500
CT23	Track Rehab (SJ)	13	$1,522,046		$380,512		$1,902,558
CT02	Station Acq (SJ)	10	$1,086,400		$135,800	$135,800	$1,358,000
CT09	Radio Commun (SJ)	10	$103,843		$12,980	$12,980	$129,804
CT03	Station Improvements (SJ)	6	$1,804,200		$225,525	$225,525	$2,255,250
			$6,262,489	*$13,191,540*	$1,191,317	$374,305	$7,828,111
SCCTD							
SC08	Repl Buses – 55 STD (no radio/fareboxes)	13	$11,312,730			$2,828,183	$14,140,913
SC02	ADA Key Rail Sta Access Impv's.	13	$900,000			$100,000	$1,000,000
SC03	Non–Rev Vehicles (73)	9	$661,500			$165,375	$826,875
			$12,874,230	*$26,065,770*		$3,093,558	$15,967,788

SAN JOSE URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: CALTRAIN

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):		*$16,540,730*
FY 1991–92 Carryover Funds:		*$0*
	Total:	*$16,540,730*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1992–93 Net Project Cost
	CalTrain	$624,107	$7,347,893	$7,972,000

Program of Projects Capital Projects		Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
CalTrain						
CT04	Key Station Access (SJ)	13	$1,746,000	$436,500	$0	$2,182,500
CT23	Track Rehab (SJ)	13	$1,522,046	$380,512	$0	$1,902,558
CT02	Station Acq (SJ)	10	$1,086,400	$135,800	$135,800	$1,358,000
CT09	Radio Commun (SJ)	10	$103,843	$12,980	$12,980	$129,804
CT03	Station Improvements (SJ)	6	$1,804,200	$225,525	$225,525	$2,255,250
			$6,262,489	$1,191,317	$374,305	$7,828,111
	TOTAL GRANTEE PROGRAM:		$6,886,596			

PROJECT WORKSHEET

For Projects For FY 92/93
MTC Transit Capital Priorities

1. **OPERATOR:** CalTrain

2. **PROJECT NAME:** Key Station Accessibility

3. **PROJECT DESCRIPTION:** As required by the Americans with Disabilities Act (ADA), Caltrans/JPB intend to retrofit key stations to provide access to disabled and elderly passengers. The Key Station Accessibility Plan identified ten stations as key stations.

4. **PROJECT CLASS:** Passenger Stations (6)

5. **SRTP PAGE REFERENCE:** 40 TIP PAGE REFERENCE:

6. **PROPOSED FEDERAL FUNDING:** $4,500,000 (FY 93) SOURCE: FTA Section 9
   SFO: $2,754,000 SJ: $1,746,000

7. **PROPOSED LOCAL MATCH (20%):** $1,125,000 (FY 93) SOURCE: 116

8. **TOTAL PROJECT COST:** $5,625,000 (FY 93)

9. PRIOR UMTA FUNDING: NONE

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS: 23 CFR 771.117(c)(19)
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):**

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    ___No. _X_Yes: SRTP Page Reference 40

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    _X_No. ___Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference ___)

    c. Are there impediments affecting your ability to contract for the above named project?

    _X_No. ___Yes: SRTP Page Reference

    (If yes, have you taken measures to address the impact of these impediments?)

d. Have you received any formal complaints from the private sector regarding this project?

_X_No. ___Yes: SRTP Page Reference
(If yes, how the complaints been addressed? Reference ____)

12. ADDITIONAL PLANNING JUSTIFICATION

As required by the Americans with Disabilities Act (ADA), Caltrans/JPB intend to retrofit key stations to provide access to disabled and elderly passengers. The Key Station Accessibility Plan identified ten stations as key stations.

The proposed improvements will consist primarily of providing an accessible path to the platforms from the parking areas and bus stops, and providing an accessible path between the northbound and southbound platforms, whether by a track crossing or ramps under the tracks.

Three of the ten stations will require major modifications at a cost exceeding $2 million per station; whereas, the cost for the other stations range between $100,000 - $300,000 per station. This project is fully funded in FY 93 and 94. Table 1 lists the ten stations, the types of improvements at each station and the estimated costs.

TABLE 1

COST ESTIMATES KEY-STATIONS

STATION	REQUIRED IMPROVEMENTS	EST. COST
San Francisco	Minor modifications, inc. street access, door modifications, signing, platform tiles.	$200,000
San Mateo	Minor modifications inc. signing and platform tiles	$100,000
Hillsdale	Ramping, retaining walls restroom modification, signing and platform tiles	$2,000,000
Redwood City	Minor modifications inc. signing and platform tiles	$100,000
Palo Alto	Rebuild or replace 2 tunnels, signing, platform tiles	$3,000,000
Mountain View	Minor modifications inc. signing and platform tiles	$100,000
Sunnyvale	Modify restrooms, building access, signing, and platform tiles. (Major renovation already under construction.)	$300,000
Santa Clara	Minor modifications inc. signing and platform tiles	$100,000
San Jose	Rebuild or replace tunnels, signing, platform tiles	$5,500,000
Tamien	Already accessible	No Cost
TOTAL		*$11,4000,000*

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
PROJECT: Key Station
Operator: CalTrain
Page: 4

Initial Clearances Required:

IMPLEMENTATION SCHEDULE	*FY 92/93* Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4	FY 96/97 Q1 Q2 Q3 Q4
TASK 1: DESIGN/ENGINEEING	X X				
TASK 2: CONSTRUCTION	X X	X X X X			

O: Clearance and Approvals:

EXPENDITURE PLAN	FY 92/93	FY 93/94	FY 94/95	FY 95/96	FY 96/97
FTA SECTION 9	$4,500,000	$4,620,000			
FTA SECTION 3					
OTHER FED					
STATE TP & D					
ARTICLE XIX					
RAIL BONDS					
PCL BONDS	$1,125,000	$1,155,000			
OTHER STAT					
STA*					
LOCAL FUNDS					
SOURCE:					
SALES TAX					
TOTAL FUNDS	$5,625,000	$5,775,000			

PROJECT WORKSHEET

For Projects For FY 92/93
MTC Transit Capital Priorities

1. **OPERATOR:** CalTrain

2. **PROJECT NAME:** Track Rehabilitation

3. **PROJECT DESCRIPTION:** Any improvements to track, such as installation of Continuous Welded Rail (CWR), tie replacement, curve rail replacement, surfacing, station area track rehabilitation, and bridge and signal rehabilitation are considered capital improvements.

4. **PROJECT CLASS:** TRANSIT WAY

5. **SRTP PAGE REFERENCE:** 35-36 **TIP PAGE REFERENCE:**

6. **PROPOSED FEDERAL FUNDING:** $3,922,800 (FY 93) SOURCE: FTA Section 9
   SFO: $2,400,754 SJ: $1,522,046

7. **PROPOSED LOCAL MATCH (20%):** $980,700 (FY 93) **SOURCE:** 116

8. **TOTAL PROJECT COST:** $4,903,800 (FY 93)

9. **PRIOR UMTA FUNDING:** CA-90-X285: $5,795,868
   CA-90-X335: $2,745,343

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS: 23 CFR 771.117(c)(19)
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):**

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    ___No. _X_Yes: SRTP Page Reference 35

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    _X_No. ___Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference ___)

    c. Are there impediments affecting your ability to contract for the above named project?

    _X_No. ___Yes: SRTP Page Reference

    (If yes, have you taken measures to address the impact of these impediments?)

d. Have you received any formal complaints from the private sector regarding this project?

_X_No. ___Yes: SRTP Page Reference
(If yes, how the complaints been addressed? Reference ____)

12. ADDITIONAL PLANNING JUSTIFICATION

In accordance with the JPB/Amtrak Operating Agreement, JPB pays Amtrak to maintain track, bridges and signals used by the passenger service. Any improvements to track, such as installation of Continuous Welded Rail (CWR), tie replacement, curve rail replacement, surfacing, station area track rehabilitation, and bridge and signal rehabilitation are considered capital improvements.

For FY 92/93, the JPB has programmed $3.9 million FTA Section 9 funds and $1 million in state and local matching funds for the track rehabilitation program.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
PROJECT: Track Rehabilitation
Operator: CalTrain
Page: 3

Initial Clearances Required:

IMPLEMENTATION SCHEDULE	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4	FY 96/97 Q1 Q2 Q3 Q4
TASK 1: DESIGN/ENGINEERING	X X	X X	X X	X X	X X
TASK 2: CONSTRUCTION	X	X	X	X	X

O: Clearance and Approvals:

EXPENDITURE PLAN	FY 92/93	FY 93/94	FY 94/95	FY 95/96	FY 96/97
FTA SECTION 9	$3,922,800	$7,500,000	$7,500,000	$7,500,000	$7,500,000
FTA SECTION 3					
OTHER FED					
STATE TP & D					
ARTICLE XIX					
RAIL BONDS					
PCL BONDS	$980,700	$1,875,000	$1,875,000	$1,875,000	$1,875,000
OTHER STATE					
STA*					
LOCAL FUNDS					
SOURCE:					
SALES TAX					
TOTAL FUNDS	$4,903,500	$9,375,000	$9,375,000	$9,375,000	$9,375,000

PROJECT WORKSHEET
For Projects For FY 92/93
MTC Transit Capital Priorities

1. OPERATOR: CalTrain

2. PROJECT NAME: Station Acquisition

3. PROJECT DESCRIPTION: Aquisition of two parking lots on the east side of the tracks at the Palo Alto Station

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: 39 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $2,800,000 (FY 93) SOURCE: FTA Section 9
   SFO: $1,713,600 SJ: $1,086,400

7. PROPOSED LOCAL MATCH (20%): $700,000 (FY 93) SOURCE: TCI LOCAL

8. TOTAL PROJECT COST: $3,500,000 (FY 93)

9. PRIOR UMTA FUNDING:

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

    NEPA STATUS: 23 CFR 771.117(c)(19)
    CEQA STATUS: 14 Cal. Admin. Code, Section 15202

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    ___No. _X_Yes: SRTP Page Reference 39

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    _X_No. ___Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference ___)

    c. Are there impediments affecting your ability to contract for the above named project?

    _X_No. ___Yes: SRTP Page Reference

    (If yes, have you taken measures to address the impact of these impediments?)

d. Have you received any formal complaints from the private sector regarding this project?

_X_No. ___Yes: SRTP Page Reference
(If yes, how the complaints been addressed? Reference ____)

12. **ADDITIONAL PLANNING JUSTIFICATION**

In FY 93, $3.5 million is programmed to pay back loans from SamTrans and SCCTD for the purchase of two parking lots on the east side of the tracks at the Palo Alto Station. The agencies advanced the funds to Caltrans so that the state could proceed with the purchase this property from Catelus Development Corporation.

With the purchase of this property, the station acquisition program is complete with the exception of the Fourth and Townsend Station in San Francisco. It remains the only privately owned station.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
PROJECT: Station Aquisition
Operator: CalTrain
Page: 3

Initial Clearances Required:

IMPLEMENTATION SCHEDULE	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4	FY 96/97 Q1 Q2 Q3 Q4
TASK 1: FINALIZE TRANSACTION	X				

O: Clearance and Approvals:

EXPENDITURE PLAN	FY 92/93	FY 93/94	FY 94/95	FY 95/96	FY 96/97
FTA SECTION 9	$2,800,000				
FTA SECTION 3					
OTHER FED					
STATE TP & D	$350,000				
ARTICLE XIX					
RAIL BONDS					
PCL BONDS					
OTHER STAT					
STA*					
LOCAL FUNDS					
SOURCE:					
JPB AGENCIES	$350,000				
TOTAL FUNDS	$3,500,000				

PROJECT WORKSHEET

For Projects For FY 92/93
MTC Transit Capital Priorities

1. **OPERATOR:** CalTrain

2. **PROJECT NAME:** Radio Communications

3. **PROJECT DESCRIPTION:** Installation of a base station at the interlocking facility in San Francisco and another in San Jose.

4. **PROJECT CLASS:** Communications (14)

5. **SRTP PAGE REFERENCE:** 38 TIP PAGE REFERENCE:

6. **PROPOSED FEDERAL FUNDING:** $267,635 (FY 93) SOURCE: FTA Section 9
   SFO: $163,793 SJ: $103,843

7. **PROPOSED LOCAL MATCH (20%):** $66,908 (FY 93) SOURCE: 116

8. **TOTAL PROJECT COST:** $334,543 (FY 93)

9. **PRIOR UMTA FUNDING:** NONE

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS: 23 CFR 771.117(c)(19)
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):**

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    ___No. _X_Yes: SRTP Page Reference 38

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    _X_No. ___Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference ___)

    c. Are there impediments affecting your ability to contract for the above named project?

    _X_No. ___Yes: SRTP Page Reference

    (If yes, have you taken measures to address the impact of these impediments?)

d. Have you received any formal complaints from the private sector regarding this project?

_X_No. ___Yes: SRTP Page Reference
(If yes, how the complaints been addressed? Reference ____)

12. ADDITIONAL PLANNING JUSTIFICATION

Amtrak will temporarily use the SP radio base stations for dispatching and maintenance communications. However, JPB needs to establish its own private radio communication network with its own radio frequencies. The JPB requested acceleration of federal Section 9 funding for installation of a base station at the interlocking facility in San Francisco and another at the proposed maintenance facility site in San Jose in FY 92/93. The total programmed federal amount is $267,635 with $66,910 in Proposition 116 funds to be used as the required match.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
PROJECT: Radio Communications
Operator: CalTrain
Page: 3

Initial Clearances Required:

IMPLEMENTATION SCHEDULE	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4	FY 96/97 Q1 Q2 Q3 Q4
TASK 1: INSTALL FACILITY	X	X X X X			
TASK 2: ISSUE BID DOCUMENT					
TASK 3: AWARD OF BID					
TASK 4: CONSTRUCTION					

O: Clearance and Approvals:

EXPENDITURE PLAN	FY 92/93	FY 93/94	FY 94/95	FY 95/96	FY 96/97
FTA SECTION 9	$267,635				
FTA SECTION 3					
OTHER FED					
STATE TP & D					
ARTICLE XIX					
RAIL BONDS					
PCL BONDS	$66,910				
OTHER STATE					
STA					
LOCAL FUNDS					
SOURCE:					
SALES TAX					
TOTAL FUNDS	$334,543				

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93-00
of MTC's Transit Capital Priorities

1. OPERATOR: Caltrans/JPB

2. PROJECT NAME: Station Improvements

3. PROJECT DESCRIPTION: At stations with center boarding platforms, convert to outside boarding with center fence separation and install pedestrian crossing signals.

4. PROJECT CLASS: Passenger Stations

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $4,824,600 SOURCE: Section 9
SFO: $2,845,800 SJ: $1,804,200

7. PROPOSED STATE FUNDING (20%): $1,206,150 SOURCE: PCL Bonds

PROPOSED LOCAL MATCH ( ): SOURCE:

8. TOTAL PROJECT COST: $6,030,750

9. PRIOR UMTA FUNDING:

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No. _____ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Outside Boarding Platforms
Operator: Caltrans/JPB
Date: January 22, 1992

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4
TASK 1:Design/ Engineering	----------	----------	----------	
TASK 2: Construction		----------	----------	----
TASK 3:				

EXPENDITURE PLAN (000$):	FY 92/93	FY 93/94	FY 94/95	FY
UMTA SEC. 9	4,824,600			
UMTA SEC. 3				
FAU/FAI				
OTHER FED.				
STATE TP&D				
ARTICLE XIX				
PROP 108 BOND				
PROP 116 BOND	1,206,150			
FCR				
STAT/LCL PART				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL FUNDS				
SPECIFY:				
TOTAL FUNDS	403	3,627		

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

Caltrans/JPB intends to enhance passenger safety and increase operational flexibility by converting stations with center boarding platforms to outside boarding with center fence separation. Pedestrian signals will be installed at designated crossing points to control pedestrian movement across tracks.

Currently at stations with center boarding platforms, trains may not operate through stations when an opposing train is stopped for passengers. This limits operational flexibility particular during the peak hours when express trains bypass stations. Outside boarding may allow opposing trains to meet at stations, thereby reducing scheduling limitations. Outside boarding platforms also reduce track maintenance costs. Currently, maintenance of tracks located between center and outside boarding areas requires removal of one platform in order to correct ballast problems that affect the vertical alignment of the tracks. The elimination of the center platform will allow this work to be done without the removal of an adjacent platform.

Currently, seven of the existing 24 stations between terminals have outside boarding platforms, five of which do not have center fence separation. Funding has been secured for the conversion of nine additional stations to outside boarding. Of the remaining eight stations, three stations (South San Francisco, Santa Clara and College Park) cannot be converted to outside boarding at this time due to space constraints imposed by adjacent switching yards. Caltrans/JPB is requesting funds for the remaining five stations. In addition, funds are being requested to install fences between opposing tracks at two of the stations (Bayshore and San Bruno) that currently have outside boarding platforms.

Funding for these projects is currently programmed in an out year under CalTrain station improvements although funds were requested for an earlier year. Due to the operational restrictions associated with center boarding and the JPB's plans to increase service, we are requesting that funding for these projects be accelerated to FY 92/93 and FY 93/94. Acceleration of these projects may also have significant associated cost savings because it is possible that an outside boarding configuration will alleviate concerns regarding the necessity of having a fireman on board the trains.

SAN JOSE URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: Metropolitan Transportation Commission

Grantee: SANTA CLARA COUNTY TRANSIT DISTRICT

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):	*$16,540,730*
FY 1991–92 Carryover Funds:	*$0*
Total:	*$16,540,730*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1992–93 Net Project Cost
	SCCTD	$6,304,944	$125,149,056	$131,454,000

Program of Projects Capital Projects		Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
SCCTD						
SC08	Repl Buses –55 STD (no radio/fare boxes)	13	$11,312,730		$2,828,183	$14,140,913
SC02	ADA Key Rail Sta Access Impv's.	13	$900,000		$100,000	$1,000,000
SC03	Non–Rev Vehicles (73)	9	$661,500		$165,375	$826,875
			$12,874,230		$3,093,558	$15,967,788
	TOTAL GRANTEE PROGRAM:		$19,179,174			

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR FY 93-2000
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: SCCTD

2. PROJECT NAME: Bus System Replacements FY 92-93

3. PROJECT DESCRIPTION: Acquisition of fifty-five forty-foot (40') Advanced Design Buses.

4. PROJECT CLASS: 1 New Revenue Vehicle

5. SRTP PAGE REFERENCE: Page 44-45 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $11,312,730 SOURCE: FTA Section 9

7. PROPOSED LOCAL MATCH (20%): $2,828,183 SOURCE: STA, District Funds

8. TOTAL PROJECT COST: $14,140,913

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117
CEQA STATUS: 14 Cal Admin Code, Section 15300

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

___No. _X_Yes: SRTP Page Reference 13-16

b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above named projects?

_X_No. ___Yes: SRTP Page Reference 13
If "yes", how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?

_X_No. ___Yes: SRTP Page Reference 13
If "yes", have you taken measures to address the impact of these impediments? Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. ____ Yes: SRTP Page Reference __13__
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

a. Background

It is the policy of the SCCTD to maintain an average fleet age of 6 years, which is one half the reasonable life expectancy of 12 years for standard coaches. The timing and size of the replacement bus orders programmed are based on 1) the relative reliability of sub-fleets 2) the age of the buses to be replaced and 3) fleet standardization by yard. The SCCTD's FY 92 SRTP page 43 lists additional criteria for determining bus replacement eligibility and schedule.

The following table shows the replacement schedule up to FY 2000;

Program Year	No. of Coaches to be replaced	Type	Age	Funding
92-93	55	Grumman Flxibles	13	Sec. 9/STA
93-94	50	"	14	Sec. 9/STA
94-95	50	"	14	Sec. 9/STA
95-96	42	Flx-Metro	12	Sec. 9/STA
96-97	42	Flx-Metro	12	Sec. 9/STA
97-98	44	Flx-Metro	12	Sec. 9/STA
98-99	49	Flx-Metro	12	Sec. 9/STA
99-2000	55	Flx-Metro	12	Sec. 9/STA

The total project cost includes the cost for wheelchair accessibility, electronic destination sign, project administration and contingency. It reflects the MTC Bus Cost of $262,500 for Fiscal Year 1993, with 5% inflation projected thereafter.

b. Project Merit

1. Passenger Benefits

- The bus replacement program is essential to maintaining service reliability, and schedule adherence.

- Almost half of the Grumman buses equipped with troublesome lift equipment would be replaced, causing major reductions in service delays.

2. System Productivity

- A large portion of the Grumman buses would be eliminated. These have had recurring problems with lift equipment, and are a top priority for replacement.

- The bus replacement program is essential to a reasonable mechanical maintenance program. The operation of old buses with their high maintenance requirements results in a proportionately higher cost of maintenance for those subfleets than for the rest of the fleet.

- The timely replacement of coaches reduces the technological spread between subfleets which allows for greater consolidation of training and parts programs.

- The related fleet effectiveness program will provide for reduction of the spares ratio to 20% during the five year program.

3. Regional Goals/Policies

- The SCCTD fleet is 100% lift equipped. The buses to be replaced have the least reliable lists currently operated by SCCTD.

- New Buses meeting State and Federal Standards would make a significant contribution towards the realization of Regional Air Quality Objectives.

4. Maintaining Existing Service

- The replacement policy is fundamental to deployment sufficient to maintain the programmed bus service.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Replacement Buses for FY 1993–1996
Operator: SCCTD
Date: 07–Jul–92

Initial Clearances Required: N/A
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4
TASK 1: 55 Replacement Buses	XXXXXXXXXXXX			
TASK 2: 50 Replacement Buses		XXXXXXXXXXXX		
TASK 3: 50 Replacement Buses			XXXXXXXXXXXX	
42 Replacement Buses				XXXXXXXXXXXX

EXPENDITURE PLAN (000$):	FY 93	FY 94	FY 95	FY 96
UMTA SEC.9	$11,313	$11,025	$11,576	$10,210
UMTA SEC.3				
FAU/FAI				
OTHER FEDERAL				
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL (specify: 1/2 cent local sales tax	$2,716	$2,756	$2,894	$2,553
TOTAL FUNDS	$14,029	$13,781	$14,470	$12,763

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Replacement Buses for FY 1993–1996
Operator: SCCTD
Date: 07–Jul–92

Initial Clearances Required: N/A
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 97 Q1 Q2 Q3 Q4	FY 98 Q1 Q2 Q3 Q4	FY 99 Q1 Q2 Q3 Q4	FY 2000 Q1 Q2 Q3 Q4
TASK 1: 55 Replacement Buses	XXXXXXXXXXXX			
TASK 2: 50 Replacement Buses		XXXXXXXXXXXX		
TASK 3: 50 Replacement Buses			XXXXXXXXXXXX	
42 Replacement Buses				XXXXXXXXXXXX

EXPENDITURE PLAN (000$):	FY 97	FY 98	FY 99	FY 2000
UMTA SEC.9	$10,721	$11,793	$13,790	$16,252
UMTA SEC.3				
FAU/FAI				
OTHER FEDERAL				
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL (specify: 1/2 cent local sales tax	$2,680	$2,948	$3,447	$4,063
TOTAL FUNDS	$13,401	$14,741	$17,237	$20,315

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR FY
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: SCCTD

2. PROJECT NAME: ADA Key Rail Station Accessibility

3. PROJECT DESCRIPTION: An estimated 10 LRT stations will be improved to meet new ADA accessibility standards.

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: 30 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: 900,000 SOURCE: Section 9

7. PROPOSED LOCAL MATCH: (10%): 100,000 SOURCE: 1/2 sales tax

8. TOTAL PROJECT COST: $1,000,000

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

___No. ___Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above named projects?

___No. ___Yes: SRTP Page Reference _____
If "yes", how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?

___No. ___Yes: SRTP Page Reference _____
If "yes", have you taken measures to address the impact of these impediments? Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

___No. ___Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

Existing key rail stations must be evaluated against the new ADA accessibility standards and modified if necessary by July 1993. SCCTA will undergo a process including public input to determine which stations are key in the system. About 10 to 12 stations will probably be considered key. SCCTA is now doing the required evaluation and the improvement plan must be submitted to FTA by July 1992. An early estimate of $1 million is programmed to fully improve the key stations.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: ADA Required Key Rail Station Acessibility Improvements
Operator: SCCTD
Date: 07–Jul–92

Initial Clearances Required: N/A
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4
TASK 1: Improve 10 Key LRT Station	XXXXXXXXXXXX			
TASK 2:				
TASK 3:				

EXPENDITURE PLAN (000$):	FY 93	FY 94	FY 95	FY 96
UMTA SEC.9	$900,000			
UMTA SEC.3				
FAU/FAI				
OTHER FEDERAL				
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL (specify: 1/2 cent local sales tax	$100,000			
TOTAL FUNDS	$1,000,000	$0	$0	$0

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR FY 93 - 2000
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: SCCTD

2. PROJECT NAME: Non-Revenue Vehicles

3. PROJECT DESCRIPTION: Acquisition of 73 non-revenue vehicles to be used by Transit District employees for Transit District business

4. PROJECT CLASS: New Non-Revenue Vehicles

5. SRTP PAGE REFERENCE: N/A TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $661,500 SOURCE: FTA Section 9

7. PROPOSED LOCAL MATCH: (20%) $165,375 SOURCE: 1/2¢ sales tax

8. TOTAL PROJECT COST: $826,875

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117
CEQA STATUS: 14 Cal Admin Code, Section 15300

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

___No. ___Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above named projects?

___No. ___Yes: SRTP Page Reference _____
If "yes", how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?

___No. ___Yes: SRTP Page Reference _____
If "yes", have you taken measures to address the impact of these impediments? Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

___No. ___Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

The Santa Clara County Transit District currently has 370 sedans, vans and pick-ups at various locations throughout the County that it wishes to replace over the next eight years. These sedans, vans and pick-ups range in age from new to twelve (12) years old. The MTC Long Range Capital Requirements Committee identifies replacement of non revenue vehicles at six (6) years or 100,000 miles whichever comes first. The SCCTD is using this replacement cycle for this planning effort. These vehicles are needed to conduct the day to day Transit District offsite operations and administrative activities.

Table 1. contains the non-revenue vehicle replacement schedule.

For Fiscal Year 1992-93, fifty non-revenue vehicles are programmed for Section 9 funding.

Table 1

NON-REVENUE VEHICLE REPLACEMENT SCHEDULE

Fiscal year of replacement purchase	# of vehicles replaced	Type of vehicles replaced	year orig. purchased	Age at replacement	Replacement unit cost	Cost
1993	41	Sedan	1986 to 1987	6 and 7 years	$11,000	$451,000
(17 Bus Op)	17	Pick-Up Truck	1982 to 1987	6 to 11 years	$14,000	238,000
	3	Small Pick-Up	1985	8 yrs.	$12,000	36,000
(1 Bus Op)	9	Van	1982 to 1987	6 to 9 years	$14,000	126,000
(1 Bus Op)	3	Med. Truck	1981 to 1987	6 to 12 years	$20,000	60,000
		Total Cost* = $906,889				
1994	39	Sedan	1988	6 yrs.	$11,000	429,000
(1 L.R.)	2	Pick-Up Truck	1987	7 yrs.	$14,000	28,000
	10	Van	1988	6 yrs.	$14,000	140,000
		Total Cost* = $624,021				
1995	23	Sedan	1989	6 yrs.	$11,000	253,000
	7	Van	1989	6 yrs.	$14,000	98,000
(1 L.R.)	1	Med. Truck	1985	10 yrs	$20,000	20,000
(2 L.R.)	2	Hi-Rail Truck	1988	7 yrs.	$18,000	36,000
	1	M.I.V. Van	1989	6 yrs.	$32,000	32,000
		Total Cost* = $481,813				
1996	4	Sedan	1990	6 yrs.	$11,000	44,000
(1 L.R.)	1	Pick-Up Truck	1989	7 yrs.	$14,000	14,000
	9	Van	1990	6 yrs.	$14,000	126,000
	1	Med. Truck	1986	10 yrs.	$20,000	20,000
	2	Small Pick-Up	1990	6 yrs.	$12,000	24,000
		Total Cost* = $262,747				

1997	12	Sedan	1991	6 yrs.	$12,000	144,000
	6	Van	1991	6 yrs.	$14,000	84,000
	5	Med. Trucks	1987	10 yrs.	$20,000	100,000
	8	Small Pick-Up	1991	6 yrs.	$12,000	96,000
	1	M.I.V. Van	1991	6 yrs.	$32,000	32,000
(1 L.R.)	1	Pick-up Truck	1990	7 yrs.	$14,000	
		Total Cost* = $568,710				
1998	15	Sedan	1992	6 yrs.	$11,000	165,000
(5 L.R.)	8	Med. Trucks	1988	10 yrs.	$20,000	160,000
(2 L.R.)	2	Heavy Truck	1988	10 yrs.	$30,000	60,000
	6	Van	1992	6 yrs.	$14,000	84,000
	5	M.I.V. Van	1992	6yrs.	$32,000	160,000
	1	Pick-Up Truck	1991	7 yrs.	$14,000	14,000
		Total Cost* = $816,946				
1999	41	Sedans	1993	6 yrs.	$11,000	451,000
	9	Van	1993	6 yrs.	$14,000	126,000
	1	Med. Truck	1989	10 yrs.	$20,000	20,000
	2	Pick-Up Truck	1992	7 yrs.	$14,000	28,000
(1 L.R.)	1	Hi-Rail Heavy	1987	12 yrs.	$35,000	35,000
		Total Cost* = $880,472				
2000	39	Sedans	1994	6 yrs.	$11,000	429,000
	10	Van	1994	6 yrs.	$14,000	140,000
	20	Pick-Up Trucks	1993	7 yrs.	$14,000	280,000
(1 L.R.)	1	Heavy Truck	1990	10 yrs.	$30,000	30,000
(1 L.R.)	1	High Rail Truck	1988	12 yrs.	$35,000	35,000
		Total Cost* = $1,115,755				

*" Total Cost" reflects a 5% inflation rate added in FYs 1994 through 2000.

Revised 2/3/92

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Procurement of Non–Revenue Vehicles
Operator: SCCTD
Date: 07–Jul–92

Initial Clearances Required: N/A
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4
TASK 1: Non–Revenue Vehicles	XXXXXXXXXXXX			
TASK 2: Non–Revenue Vehicles		XXXXXXXXXXXX		
TASK 3: Non–Revenue Vehicles			XXXXXXXXXXXX	
TASK 4 Non–Revenue Vehicles				XXXXXXXXXXXX

EXPENDITURE PLAN (000$):	FY 93	FY 94	FY 95	FY 96
UMTA SEC.9	$661,500	$499,217	$385,451	$210,198
UMTA SEC.3				
FAU/FAI				
OTHER FEDERAL				
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL (specify: 1/2 cent Sales Tax	$245,389	$124,804	$96,363	$52,549
TOTAL FUNDS	$906,889	$624,021	$481,813	$262,747

NOTE: FY 93 Program includes local overmatch.

FY 1992–93 SECTION 9 PROGRAM OF PROJECTS

ANTIOCH/PITTSBURG URBANIZED AREA

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):		*$1,087,683*
FY 1991–92 Carryover Funds:		*$1,901,562*
	Total:	*$2,989,245*

Section 9 Funds Programmed:

Program of Projects Operating Assistance		Section 9 Federal Share	*Cumulative Federal Share*
	BART	$0	
			$0

Program of Projects Capital Projects	Score	Section 9 Federal Share	*Cumulative Federal Share*	Proposed State Share	Proposed Local Share	Total Project Cost
BART						
No Capital Projects			*$0*		$0	$0

FY 1992–93 SECTION 9 PROGRAM OF PROJECTS

FAIRFIELD URBANIZED AREA

Section 9 Funds Available:

FY 1992-93 Apportionment (Estimate):		*$700,182*
FY 1991-92 Carryover Funds:		*$484,117*
	Total:	*$1,184,299*

Section 9 Funds Programmed:

Program of Projects Operating Assistance		Section 9 Federal Share	*Cumulative* *Federal* *Share*
	Fairfield	$521,218	
			$521,218

Program of Projects Capital Projects		Score	Section 9 Federal Share	*Cumulative* *Federal* *Share*	Proposed State Share	Proposed Local Share	Total Project Cost
Fairfield							
FF01	Local Bus Transfer Center	10	$400,000			$100.000	$500,000
FF02	Maint. Equipment	9	$0			$0	$0
			$400,000	*$921,218*			

FAIRFIELD URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: State of California

Grantee: FAIRFIELD

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):		*$700,182*
FY 1991–92 Carryover Funds:		*$484,117*
	Total:	*$1,184,299*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1992–93 Net Project Cost
	Fairfield	$521,218	$1,084,284	$1,605,502

Program of Projects Capital Projects		Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
Fairfield						
FF01	Local Bus Transfer Center	10	$400,000		$100,000	$500,000
			$400,000			
	TOTAL GRANTEE PROGRAM:		$921,218			

DATE: March 31, 1992

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: City Of Fairfield

2. PROJECT NAME: Local Bus Transfer Center

3. PROJECT DESCRIPTION: Local Bus Transfer Center

4. PROJECT CLASS: NA

5. SRTP PAGE REFERENCE: 7-8 (Draft FY 92-93 TIP PAGE REFERENCE: 92 SRTP)

6. PROPOSED FEDERAL FUNDING: $ 400,000 FTA Section 9

7. PROPOSED LOCAL MATCH: (100%) $ 100,000

8. TOTAL PROJECT COST: $ 500,000

9. PRIOR FTA FUNDING: $ 160,000

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: (Specify State and Federal Codes)

    CEQA STATUS: CA Exemption per CEQA Guidelines Section 15301.

    NEPA STATUS: Not Applicable

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): Please complete for Annual Element Projects only:

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

       _____ No ___X___ Yes: SRTP Page Reference Appendix

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

       ___X___ No _____ Yes: SRTP Page Reference Appendix

    c. Are there impediments affecting your ability to contract for the above named project?

       ___X___ No _____ Yes: SRTP Page Reference Appendix

d. Have you received any formal complaints from the private sector regarding this project?

___X___ No _____ Yes: SRTP Page Reference _Appendix_

If "yes," how have these been addressed?

Reference _____

12. PLANNING JUSTIFICATION AND BENEFITS:

The last several SRTP's have discussed the need and possible location for a local transfer center. With the gradual expansion of the system and the need to have the transfer point located central to the service area, it is important the facility be relocated. New routes have been added recently and the number of revenue hours will more than double over the next few operating years. The current transfer point (Solano Mall) does not adequately accommodate the current route structure and is not physically large enough to act as a timed transfer location. Preliminary location analysis indicates the new facility would probably be located on or near North Texas Street.

FY 1992–93 SECTION 9 PROGRAM OF PROJECTS

NAPA
URBANIZED AREA

Section 9 Funds Available:

FY 1992-93 Apportionment (Estimate):		*$559,889*
FY 1991-92 Carryover Funds:		*$264,603*
	Total:	*$824,492*

Section 9 Funds Programmed:

Program of Projects Operating Assistance		Section 9 Federal Share	*Cumulative Federal Share*
	Napa	$374,000	
			$374,000

Program of Projects Capital Projects		Score	Section 9 Federal Share	*Cumulative Federal Share*	Proposed State Share	Proposed Local Share	Total Project Cost
Napa							
NA03	Repl. Buses (2, 35')	13	Project moved to FY 93/4			$0	$0
NA01	Maintenance Equipment	7	$40,000			$10,000	$50,000
NA02	Staff/Service Vehicle	6	$24,000			$6,000	$30,000
			$64,000	*$438,000*		$16,000	$80,000

NAPA URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: State of California

Grantee: NAPA

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):		*$559,889*
FY 1991–92 Carryover Funds:		*$264,603*
	Total:	*$824,492*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1992–93 Net Project Cost
	Napa	$374,000	$926,065	$1,300,065

	Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
Napa						
NA03	Repl. Buses (2, 35')	13	Project moved to FY 93/4		$0	$0
NA01	Maintenance Equipment	7	$40,000		$10,000	$50,000
NA02	Staff/Service Vehicle	6	$24,000		$6,000	$30,000
			$64,000		$16,000	$80,000
	TOTAL GRANTEE PROGRAM:		$438,000			

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. **OPERATOR:** City of Napa

2. **PROJECT NAME:** Maintenance Equipment

3. **PROJECT DESCRIPTION:**

Purchase of auxilliary equipment for the maintenance center expansion project.

4. **PROJECT CLASS:** Enhancement, expansion, safety

5. **SRTP PAGE REFERENCE:** 7-8 (1991-98) **TIP PAGE REFERENCE:** I-6-48

6. **PROPOSED FEDERAL FUNDING:** $40,000 **UMTA SECTION 9**

7. **PROPOSED LOCAL MATCH (20%):** **$10,000**

8. **TOTAL PROJECT COST:** $50,000

9. **PRIOR UMTA FUNDING:** $32,000

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

NEPA STATUS: 23 CFR, Section 771.115(b)(19) CE
CEQA STATUS: Title 14, CAC, Section 15301, Class 2 CE

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (Circular No. 7005.1):** Please complete for Annual Element Project only:

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

___ No _xx Yes SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above-named projects?

xx_ No ___ Yes SRTP Page Reference _____
If "yes," how were those proposals evaluated?
Reference _____

c. Are there impediments affecting your ability to contact for the above-named project.

xx_ No ___ Yes SRTP Page Reference _____
If "yes," have you taken measures to address the impact of these impediments?
Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

_xx No ___ Yes SRTP Page Reference _____

If proper references to the above questions are not contained in the SRTP, please elaborate under a separate heading as part of "12. Planning Justification" below.

12. **PLANNING JUSTIFICATION**

These funds will be used to purchase any remaining equipment needed for the expanded maintenance facility. Equipment will be used to improve saftey, enchance the ability of the contractor to do efficient work, and improve the capacity of the shop.

All equipment is purchased through competative bid.

PROJJUST3/CR/TXTLIB3

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT OF MTC'S TRANSIT CAPITAL PRIORITIES

1. **OPERATOR:** City of Napa

2. **PROJECT NAME:** Service/Staff vehicle

3. **PROJECT DESCRIPTION:**

   Purchase of compact van for transit staff to be used for ding carrying supplies, doing field checks, travel to meetings.

4. **PROJECT CLASS:** Enhancement

5. **SRTP PAGE REFERENCE:** 7-8 (1992-99 SRTP) **TIP PAGE REFERENCE:** N/A

6. **PROPOSED FEDERAL FUNDING:** $24,000 **UMTA SECTION 9**

7. **PROPOSED LOCAL MATCH (20%):** 6,000

8. **TOTAL PROJECT COST:** $30,000

9. **PRIOR UMTA FUNDING:**

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS:
    CEQA STATUS: Title 14, CAC. Section 15301, Class II, CE

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (Circular No. 7005.1):** Please complete for Annual Element Project only:

    a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

       ___ No _xx Yes SRTP Page Reference _____

    b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above-named projects?

       _xx No ___ Yes SRTP Page Reference _____
       If "yes," how were those proposals evaluated?
       Reference _____

    c. Are there impediments affecting your ability to contact for the above-named project.

       _xx No ___ Yes SRTP Page Reference _____
       If "yes," have you taken measures to address the impact of these impediments?
       Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

_xx No ___ Yes SRTP Page Reference _____

If proper references to the above questions are not contained in the SRTP, please elaborate under a separate heading as part of "12. Planning Justification" below.

12. PLANNING JUSTIFICATION

This funding is to provide a dedicated vehicle for transit staff to conduct field surveys, site checks, transport marketing materials to presentations, replenish schedule outlets, conduct field checks of bus stops for repairs, and provide travel to out-of-town meetings, conferences, etc. Currently, staff shares cars from the City's engineering pool, and often there are not available vehicles when one is needed. In addition, the capacity of a van will allow for convenient carrying of materials, and can accommodate a larger number of people than the current available compact cars.

This project will be bid to the private sector for purchase.

PROJJUST2/CR/TXTLIB3

FY 1992–93 SECTION 9 PROGRAM OF PROJECTS

SANTA ROSA URBANIZED AREA

Section 9 Funds Available:

FY 1992-93 Apportionment (Estimate):		*$1,497,676*
FY 1991-92 Carryover Funds:		*$1,172,827*
	Total:	*$2,670,503*

Section 9 Funds Programmed:

Program of Projects Operating Assistance		Section 9 Federal Share	*Cumulative Federal Share*
	Santa Rosa	$1,026,000	
	Sonoma Co.	$0	
			$1,026,000

Program of Projects Capital Projects		Score	Section 9 Federal Share	*Cumulative Federal Share*	Proposed State Share	Proposed Local Share	Total Project Cost
Santa Rosa							
SR01	Repl. Buses (4 STD)	13	$740,800	*$1,766,800*		$185,200	$926,000
Sonoma County							
No Capital Projects				*$1,766,800*		$0	$0

SANTA ROSA URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: State of California

Grantee: SANTA ROSA

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):		*$1,497,676*
FY 1991–92 Carryover Funds:		*$1,172,827*
	Total:	*$2,670,503*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1992–93 Net Project Cost
	Santa Rosa	$1,026,000	$2,889,000	$3,915,000

	Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
Santa Rosa						
SR01	Repl. Buses (4 STD)	13	$740,800		$185,200	$926,000
	TOTAL GRANTEE PROGRAM:		$1,766,800			

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93
of MTC's Transit Capital Priorities

1. OPERATOR: City of Santa Rosa

2. PROJECT NAME: Bus Replacement (four buses)

3. PROJECT DESCRIPTION:
This project will replace four buses that have exceeded their 12 year life expectancy. The four buses will reduce the number of 12 year old buses from nine to five when these replacement buses are delivered in 1995.

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: 6-6 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $740,800 SOURCE: Section 9

7. PROPOSED LOCAL MATCH (20 %): $185,200 SOURCE: TDA

8. TOTAL PROJECT COST: $926,000

9. PRIOR UMTA FUNDING:

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: Exempt

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No. _____ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____ (If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

The replacement buses will have two wheelchair "tie downs." This will increase our ability to meet the needs of the disabled community. The replacement buses will also meet current air quality standards, reducing the net air quality impact of the City of Santa Rosa Bus Fleet.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Bus Replacement (four buses)
Operator: City of Santa Rosa
Date: May 29, 1992

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4
TASK 1: Execute Grant Contract	X			
TASK 2: Prepare bid specs and issue	———			
TASK 3: Bid evaluation and award		—X		
TASK 4: Receipt of buses			X	

EXPENDITURE PLAN (000S):	FY 92/93	FY 93/94	FY 94/95	FY 95/96
UMTA SEC.9		740,800		
UMTA SEC.3				
FAU/FAI				
OTHER FEDERAL				
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL (specify: TDA)		185,200		
TOTAL FUNDS	0	926,000 0	0	0

SANTA ROSA URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: State of California

Grantee: SONOMA COUNTY

Section 9 Funds Available:

FY 1992-93 Apportionment (Estimate):		*$1,497,676*
FY 1991-92 Carryover Funds:		*$1,172,827*
	Total:	*$2,670,503*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1992-93 Net Project Cost
	Sonoma	$0	NA	NA

Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
Sonoma					
No Capital Project		$0		$0	$0
TOTAL GRANTEE PROGRAM:		$0			

FY 1992–93 SECTION 9 PROGRAM OF PROJECTS

VACAVILLE URBANIZED AREA

Section 9 Funds Available:

FY 1992–93 Apportionment (Estimate):		*$200,000*
FY 1991–92 Carryover Funds:		*na*
	Total:	*$200,000*

Section 9 Funds Programmed:

Program of Projects Operating Assistance		Section 9 Federal Share	*Cumulative Federal Share*
	Vacaville	$0	
			$0

Program of Projects Capital Projects	Score	Section 9 Federal Share	*Cumulative Federal Share*	Proposed State Share	Proposed Local Share	Total Project Cost
Vacaville						
No Capital Projects			*$0*		$0	$0

VACAVILLE URBANIZED AREA
FTA SECTION 9 PROGRAM
Designated Recipient: State of California

Grantee: Vacaville

Section 9 Funds Available:		
FY 1992–93 Apportionment (Estimate):		*$200,000*
FY 1991–92 Carryover Funds:	*na*	
Total:		*$200,000*

Program of Projects Operating Assistance		Section 9 Federal Share	Local Match	FY 1992–93 Net Project Cost
	Vacaville	$0	NA	NA

Program of Projects Capital Projects	Score	Section 9 Federal Share	Proposed State Share	Proposed Local Share	Total Project Cost
Vacaville					
No Capital Projects	Federal			$0	$0
TOTAL GRANTEE PROGRAM:		$0			

FY 1992–93 SECTION 3 FIXED GUIDEWAY PROGRAM OF PROJECTS

SAN FRANCISCO/OAKLAND AND SAN JOSE URBANIZED AREAS

Section 3 Funds Available:

FY 1992–93 Apportionment SF–O UZA (Estimate):	*$35,427,367*
FY 1992–93 Apportionment SJ UZA (Estimate):	*$866,919*
FY 1991–92 Carryover Funds:	*$0*
Total:	*$36,294,286*

Section 3 Funds Programmed:

	Program of Projects Capital Projects	Score	Section 3 Federal Share	*Cumulative Federal Share*	Proposed State Share	Proposed Local Share	FY 93 POP Total Project Cost
BART							
BA19	Rehab A/B Cars	13	$2,400,000	*$2,400,000*	$300,000	$300,000	$3,000,000
CalTrain							
CT01	Maintenance Facility (SJ)	12	$8,100,000	*$10,500,000*	$2,025,000	$0	$10,125,000
MUNI							
MU01	MUNI Metro Turnback	20	$25,000,000	*$35,500,000*	$3,125,000	$3,125,000	$31,250,000

NOTE: CalTrain Maintenance Facility includes all SJ UZA funds

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For The Annual Element
of MTC's FY93 Transit Capital Priorities

1. OPERATOR: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2. PROJECT NAME: REHABILITATE TRANSIT VEHICLES (R-A&BCAR.PJW)

3. PROJECT DESCRIPTION: Rehabilitate the existing fleet of A and B cars to extend service life and improve passenger comfort.

4. PROJECT CLASS: 1 (Used Revenue Vehicles) and 2 (Reconditioned Revenue Vehicles)

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 2,400,000 SOURCE: Section 3

7. PROPOSED MATCH: State $ 300,000 SOURCES: 108, TCI
Local $ 300,000 SOURCE(S): to be determined

8. TOTAL PROJECT COST: $ 454,383,000

9. PRIOR UMTA FUNDING: $8,032,000

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c), CE (14)
CEQA STATUS: 15301 Existing Facilities Class I

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No _____ Yes

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No _____ Yes* (will be competitively bid)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No _____ Yes

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No _____ Yes

12. ADDITIONAL PLANNING JUSTIFICATION:

This rehabilitation project has direct passenger benefit and will achieve efficiencies in operations and maintenance. Passenger benefits include increased comfort (due to improved heating and cooling systems and reduced noise) and increased service quality (since the rehabilitated cars will be more reliable due to new, state of the art components). Increased service quality will result in internal system productivity because more reliable vehicles translates to less maintenance (hence, cost savings).

This project will completely overhaul and rehabilitate the full fleet A and B cars. These cars are 20 years old, becoming unreliable, and various components are not cost effective to repair. Spare parts are becoming hard to find as these components become obsolete. The rehabilitated vehicles will be more reliable, causing fewer delays and offloads, which will greatly benefit passengers. In addition, fewer failures means less corrective maintenance, thereby improving efficiencies in maintenance. The service life of the vehicles is expected to be prolonged by 15 years, and the cost of this rehabilitation will be approximately one third that of replacing the cars with new vehicles.

The District intends to maximize the benefit from the rehabilitation program by phasing the procurement into three elements. The initial Phase (1A) is a prototype program designed to rehabilitate up to 6 vehicles (3 A-cars, 3 B-cars) to determine the most appropriate steps to take in the development of the overall rehabilitaion requirements. The second Phase (1B) will evaluate the feasibility of upgrading select vehicle subsystems such as propulsion and air conditioning. The third Phase (2) will involve the rehabilitation of 440 vehicles, included any upgrades identified in the earlier phases.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: January 14, 1992

Project: Rehabilitate Transit Vehicles
Operator: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

IMPLEMENTATION SCHEDULE:	FY 92 Q1 Q2 Q3 Q4	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	
Design/Dev Specification	=======				
Bid/Award	====	======(for 100 cars)	==========(340 cars)		
Implement		======	==========	==========>>	97 Q2
Test/Accept				==========>>	97 Q3

EXPENDITURE PLAN (000$):	FY92	FY93	FY94	FY95
UMTA SEC. 3	8,032	20,000	20,000	30,000
STATE sources to be determined	952	15,000		20,000
LOCAL sources to be determined	4,400	15,000	15,000	20,000
TOTAL FUNDS	13,384	50,000	35,000	70,000

EXPENDITURE PLAN (000$):	FY96	FY97	FY98+	
UMTA SEC. 3 OTHER FED.	20,000	20,000	59,800	
STATE sources to be determined	20,000	20,000	59,800	
LOCAL sources to be determined	20,000	20,000	59,800	
TOTAL FUNDS	60,000	60,000	179,400	

PROJECT WORKSHEET
For Projects For FY 92/93
MTC Transit Capital Priorities

1. **OPERATOR:** CalTrain

2. **PROJECT NAME:** Maintenance Facility

3. **PROJECT DESCRIPTION:** Construct centralized maintenance facility to maintain rolling stock.

4. **PROJECT CLASS:** Vehicle maintenance shops and garage (9)

5. **SRTP PAGE REFERENCE:** 36 TIP PAGE REFERENCE:

6. **PROPOSED FEDERAL FUNDING:** $8,100,000 (FY 93) SOURCE:FTA Section 3

7. **PROPOSED LOCAL MATCH (20%):** $21,810,000 (FY 93) SOURCE: 116 INTERCITY
   $ 9,100,000

8. **TOTAL PROJECT COST:** $39,010,000 (FY 93)

9. **PRIOR UMTA FUNDING:** CA-90-X036: $500,000
   UMTA SEC. 3: $4,514,164 (pending)

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS: 23 CFR 771.117(c)(19)
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):**

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    ___No. _X_Yes: SRTP Page Reference 36

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    ___No. __X__Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference ___)

    c. Are there impediments affecting your ability to contract for the above named project?

    _X_No. ___Yes: SRTP Page Reference

    (If yes, have you taken measures to address the impact of these impediments?)

d. Have you received any formal complaints from the private sector regarding this project?

_X_No. ___Yes: SRTP Page Reference
(If yes, how the complaints been addressed? Reference ____)

12. **ADDITIONAL PLANNING JUSTIFICATION**

The proposed project will provide a centralized equipment maintenance facility within the PCS service area affording efficient and effective maintenance procedures. The project will include a 1,000-ft. long building containing progressive "whole train" inspection facilities; diesel locomotive maintenance and repair facilities; an automatic train washer; car cleaning, sanding and fueling stations; and crew and administrative facilities. The project will also include a train storage yard and yard control equipment. Wayside power will be provided eliminating the need for powering locomotives at night during repair operations. The facility will require approximately 35 acres.

A site in San Jose, known as Lick Quarry was selected for the facility in August 1989 as part of the environmental impact process. A final EIR, including mitigation measures for the facility was complete in Summer 1990.

Caltrans will be requesting approximately $9.3 million for purchase of the right-of-way at the Lick Quarry site. After the final design and engineering is complete, Caltrans will request a Full-funded Grant Agreement from FTA to finance up to 75% of the public's share of the construction portion of the facility. The remaining public share of the project will be financed through State and Local resources.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
PROJECT: Maintenance Facility
Operator: CalTrain
Page: 3

Initial Clearances Required:

IMPLEMENTATION SCHEDULE	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4	FY 96/97 Q1 Q2 Q3 Q4
TASK 1: R/W ACQUISITION	X X X				
TASK 2: FINAL DESIGN	X X X				
TASK 3: OFFICE ENGINEER REVIEW	X	X X			
TASK 4: CONTRACT PROCESS		X X X			
TASK 5: CONSTRUCTION			X X X X		

O: Clearance and Approvals:

EXPENDITURE PLAN	FY 92/93	FY 93/94	FY 94/95	FY 95/96	FY 96/97
FTA SECTION 9					
FTA SECTION 3	8,100,000	6,400,000	12,300,000**		
OTHER FED					
STATE TP & D					
ARTICLE XIX					
RAIL BONDS					
PCL BONDS	$9,100,000				
INTERCITY *	$21,810,000	$7,190,000			
STA*					
LOCAL FUNDS					
SOURCE:					
SALES TAX					
TOTAL FUNDS	$39,010,000	$13,590,000	$12,300,000		

* Proposition 108 Rail Bonds, State Intercity TCI and Amtrak contribution; subject to refinement.

** Match provided in previous years

MTC TIP TRANSIT CAPITAL PRIORITIES POP/TIP SUBMITTAL FY93

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: San Francisco Municipal Railway

2. PROJECT NAME: Muni Metro Turnback

3. PROJECT DESCRIPTION: The project entails the construction of the Muni Metro Turnback Project. A Full Funding Grant Agreement or a regional alternative will be completed in 1992 to support project construction activities. The project funding is being sought in phases over the next three years. The funds are programmed so that construction can begin in late 1992. This project allows the capacity of the Muni Metro subway to be increased and facilitates the further extension of Muni Metro service to Mission Bay and the Caltrain Depot.

4. PROJECT CLASS: (4) Transit Way

5. SRTP PAGE REFERENCE: pp. TBD TIP PAGE REFERENCE: TBD

6. PROPOSED FEDERAL FUNDING: $25,000,000 SEC. 3

6. PROPOSED FEDERAL FUNDING: $8,800,000 STP/CMAQ

7. PROPOSED STATE FUNDING: $16,372,282 TCI/PROP 108/PROP 116

8. PROPOSED LOCAL MATCH: $16,372,282 VARIOUS

9. TOTAL FY93 PROJECT COST: $66,540,564

10. PRIOR FUNDING: Federal Interstate Transfer, project, Section 3 resources were used for the Environmental Impact Statement. Project Design and Engineering and Advanced Construction Activities. State Guideway funds, Bridge Toll and Hetch Hetchy Revenues, and SFMRIC funds were used to provide the local match. Section 3 and Flexible Federal funds (STP/CMAQ) have been requested to continue activities.

11. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: NEPA STATUS: FEIS -- August 1989. CEQA STATUS: I-280 Program EIR -- Statutory Exclusion State pursuant to the EIR Guidelines 15275.

12. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): Please complete for Annual Element Projects only:

a. Was the private sector involved in the development of this project as set forth in your adopted policy?

_____ No. __X__ Yes. SRTP Page Reference Chapter TBD, pp. TBD

83750/7/97/92

OPERATOR: San Francisco Municipal Railway
LEAD AGENCY: San Francisco Public Utilities Commission

WORKSHEET FILE NAME: FINANCIAL PLAN

LAST REVISED: 01-Jul-92

PROJECT NAME AND FUND SOURCE	ALLOCATION AWARD NO.	THROUGH FY91-92	PENDING FY91-92	AWARDED FY92-93	PENDING FY92-93	FY93-94	FY94-95	FY95-96	FY96-97	FY97-98	FY98-99	FY99-00 & BEYOND	TOTAL	PERCENT CAPITAL TOTAL
MUNI METRO TURNBACK														
FTA SECTION 3 -- RAIL MODERNIZATION	CA-03-0314	$525,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$525,000	0.26%
FTA SECTION 3 -- RAIL MODERNIZATION	CA-03-0352	$10,072,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,072,500	4.96%
FTA SECTION 3 -- FIXED GUIDEWAY	CA-03-0352-1	$0	$0	$0	$31,000,000	$0	$0	$0	$0	$0	$0	$0	$31,000,000	15.32%
FTA SECTION 3 -- FIXED GUIDEWAY	FY93	$0	$0	$0	$25,000,000	$0	$0	$0	$0	$0	$0	$0	$25,000,000	12.35%
FTA SECTION 3 -- FIXED GUIDEWAY	FY94	$0	$0	$0	$0	$30,426,400	$0	$0	$0	$0	$0	$0	$30,426,400	15.04%
FTA SECTION 3 -- FIXED GUIDEWAY	FY95	$0	$0	$0	$0	$0	$24,500,000	$0	$0	$0	$0	$0	$24,500,000	12.11%
FTA SECTION 23 -- INTERSTATE TRANSFER	CA-23-9002	$1,105,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,105,000	0.55%
FEDERAL CONGESTION MITIGATION	FY93	$0	$0	$0	$8,800,000	$0	$0	$0	$0	$0	$0	$0	$8,800,000	4.35%
STATE TRANSIT CAPITAL IMPROVEMENT		$195,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$195,000	0.10%
STATE TRANSIT CAPITAL IMPROVEMENT	04B573-PT	$5,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000,000	2.47%
STATE TRANSIT CAPITAL IMPROVEMENT	04C244-PT	$2,490,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,490,000	1.23%
STATE TRANSIT CAPITAL IMPROVEMENT	04F253-PT	$5,896,900	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,896,900	2.92%
STATE TRANSIT CAPITAL IMPROVEMENT	04F765-PT	$6,250,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,250,000	3.09%
STATE TRANSIT CAPITAL IMPROVEMENT	FY92-93	$0	$0	$0	$1,563,000	$0	$0	$0	$0	$0	$0	$0	$1,563,000	0.77%
STATE TRANSIT CAPITAL IMPROVEMENT	FY93-94	$0	$0	$0	$0	$1,045,000	$0	$0	$0	$0	$0	$0	$1,045,000	0.52%
STATE RAIL BONDS -- PROP 108	FY93-94	$0	$0	$0	$0	$3,125,000	$0	$0	$0	$0	$0	$0	$3,125,000	1.54%
STATE RAIL BONDS -- PROP 116	FY93-94	$0	$0	$0	$0	$11,652,262	$0	$0	$0	$0	$0	$0	$11,652,262	5.77%
BRIDGE TOLLS -- AB 664	R06-1563-011	$500,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500,000	0.25%
BRIDGE TOLLS -- REGIONAL MEASURE 1	R91-2267-012	$5,896,900	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,896,900	2.92%
BRIDGE TOLLS -- REGIONAL MEASURE 1	FY91-92	$0	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000,000	0.99%
S.F. MUNICIPAL RAILWAY IMPROVEMENT CORP	SF MRIC #06	$3,357,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,357,500	1.66%
HETCH HETCHY CAPITAL RESERVES	RTI 33-001	$269,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$269,000	0.13%
TRANSIT IMPACT DEVELOPMENT FEE -- CAPITAL	OUTYEAR	$0	$0	$0	$0	$6,250,000	$0	$0	$0	$0	$0	$0	$6,250,000	3.09%
TRANSIT IMPACT DEVELOPMENT FEE -- OPS	OUTYEAR	$0	$0	$0	$0	$0	$660,000	$1,415,000	$1,472,000	$1,727,000	$2,001,000	$2,101,050	$8,376,050	N/A
TRANSPORTATION SALES TAX -- CAPITAL	FY91-92	$6,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,000,000	2.97%
TRANSPORTATION SALES TAX -- CAPITAL	FY92-93	$0	$0	$1,563,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,563,000	0.77%
TRANSPORTATION SALES TAX -- CAPITAL	OUTYEAR	$0	$0	$0	$0	$7,652,262	$0	$0	$0	$0	$0	$0	$7,652,262	3.80%
TRANSPORTATION SALES TAX -- OPERATING	OUTYEAR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
NOTE MMT LRVS ARE IN LRV PURCHASE TOTAL		$47,551,800	$2,000,000	$1,563,000	$66,363,000	$60,362,964	$25,160,000	$1,415,000	$1,472,000	$1,727,000	$2,001,000	$2,101,050	$211,756,814	100.00%

DRAFT

FY 1992–93 STP-CMAQ TRANSIT PROGRAM OF PROJECTS

MTC REGION

STP–CMAQ Funds Available:

FY 1992–93 Apportionment STP (Estimate):	*$48,388,300*
FY 1993–94 Apportionment STP (Estimate):	*$48,388,300*
FY 1992–93 Apportionment CMAQ (Estimate):	*$26,750,200*
FY 1993–94 Apportionment CMAQ (Estimate):	*$26,750,200*
FY 1991–92 STP Carryover Funds:	*$0*
FY 1991–92 CMAQ Carryover Funds:	*$22,330,700*
Total:	*$172,607,700*

STP – CMAQ Funds Programmed:

STP – CMAQ Funds Programmed for Non–Transit Purposes:	*$104,823,900*
STP – CMAQ Funds Transferred to FTA to fund Transit Capital Projects:	*$67,783,800*

	Program of Projects Transit Capital Projects	Probable Year	Score	STP – CMAQ Federal Share	*Cumulative Federal Share*	Proposed State Share	Proposed Local Share	FY 93 POP Total Project Cost
STP–G								
ALA1	BART Bayfair Transit Center	93	Guarantee	$787,000	*$787,000*	$115,700	$95,000	$997,700
ALA2	LAVTA Transit Center	93	Guarantee	$397,000	*$1,184,000*	$97,000	$47,000	$541,000
CC1	CCCTA 3 Alt. Fuel Buses	94	Guarantee	$660,000	*$1,844,000*	$94,900	$70,100	$825,000
CC2	AC Transit Ctr. – Richmond BART	93	Guarantee	$468,700	*$2,312,700*	$71,900	$84,300	$624,900
SF1	MUNI Metro Turnback	94	Guarantee	$3,400,000	*$5,712,700*	$0	$206,358,000	$209,758,000
SCL1	SCCTD Tamien Stn. child Care	93	Guarantee	$1,600,000	*$7,312,700*	$0	$400,000	$2,000,000
SCL2	SCCTD Comm. system	93	Guarantee	$400,000	*$7,712,700*	$92,000	$308,000	$800,000
SCL3	SCCTD Co. Plan Update	94	Guarantee	$240,000	*$7,952,700*	$0	$60,000	$300,000
SCL3	SCCTD Tank Repl. Chaboya Bus Y	94	Guarantee	$3,200,000	*$11,152,700*	$0	$800,000	$4,000,000
SCL4	SCCTD Guadalupe Dbl. Track Des	93	Guarantee	$400,000	*$11,552,700*	$57,500	$42,500	$500,000
SCL5	SCCTD Suntan Special Study	93	Guarantee	$40,000	*$11,592,700*	$0	$60,000	$100,000

		Probable Year	Score	STP – CMAQ Federal Share	*Cumulative Federal Share*	Proposed State Share	Proposed Local Share	FY 93 POP Total Project Cost
CMAQ								
ALA3	AC Transit – Translink	94	61.3	$6,000,000	*$6,000,000*	$862,500	$637,500	$7,500,000
SF2	MUNI Metro Turnback	94	60.0	$5,400,000	*$11,400,000*	$0	$206,358,000	$211,758,000
SOL0	Fairfield P&R	93	59.0	$2,000,000	*$13,400,000*	$1,337,500	$8,292,600	$11,630,100
SCL6	SCCTD Vasona Jct. P & R	93	51.0	$4,000,000	*$17,400,000*	$575,000	$425,000	$5,000,000
MAR0	San Rafael Transit Center/P&R	93	45.5	$400,000	*$17,800,000*	$57,500	$42,500	$500,000
SCL7	SCCTD CalTrain Sta. Transit Ctr.	93	43.2	$560,000	*$18,360,000*	$80,500	$59,500	$700,000
ALA4	BART Hayward Sta. Transit Ctr.	94	41.9	$913,600	*$19,273,600*	$131,300	$97,100	$1,142,000
JPB1	CalTrain 3 Locomotives	93	40.0	$6,637,500	*$25,911,100*	$0	$862,500	$7,500,000
CC3	AC Trans. Ctr. El Cerrito BART	93	39.2	$268,000	*$26,179,100*	$38,525	$28,475	$335,000
ALA5	AC Trans. Ctr. Eastmont Mall	93	38.3	$1,050,000	*$27,229,100*	$161,000	$189,000	$1,400,000
ALA6	AC Trans. Ctr. Newpark Mall	93	38.3	$656,400	*$27,885,500*	$100,650	$118,150	$875,200
STP–D								
MAR1	GGBHTD Larkspur Access Study	93	42.9	$200,000	*$200,000*	$0	$50,000	$250,000
SCL8	MVu CalTrain lockers at San Antor	94	42.9	$144,000	*$344,000*	$20,700	$15,300	$180,000
SON1	E. Santa Rosa Tran. Stat. Study	94	27.6	$80,000	*$424,000*	$0	$20,000	$100,000
SON2	W. Santa Rosa Tran. Stat. Study	94	26.7	$80,000	*$504,000*	$0	$20,000	$100,000
SF3	MUNI/PORT Metro E./ III St. Bridg	93/94	70.0	$13,300,000	*$13,804,000*	$1,728,200	$72,170,600	$87,198,800
NA1	NVT 3 clean Fuel buses	93	65.2	$1,115,100	*$14,919,100*	$0	$144,900	$1,260,000
CC4	CCCTA/WC 3 Alt. Fuel Buses	93	64.3	$660,000	*$15,579,100*	$0	$165,000	$825,000
ALA8	BART Transbay Tube Rehab	93	62.5	$961,000	*$16,540,100*	$0	$240,250	$1,201,250
CC5	BART Transbay Tube Rehab	93	62.5	$588,600	*$17,128,700*	$0	$147,150	$735,750
SF4	BART Transbay Tube Rehab	93	62.5	$532,500	*$17,661,200*	$0	$133,125	$665,625
SON3	SCT Clean Fuel Buses Repl/Exp	94	62.1	$3,360,000	*$21,021,200*	$0	$840,000	$4,200,000
SCL9	JPB Ticket Vending Equip.	93	62.0	$2,500,000	*$23,521,200*	$359,400	$265,600	$3,125,000
SM1	JPB Ticket Vending Equip.	93	62.0	$2,248,000	*$25,769,200*	$323,200	$238,800	$2,810,000
ALA9	LAVTA Bus Purchase	94	60.1	$1,736,400	*$27,505,600*	$0	$2,604,600	$4,341,000
SON4	S. Rosa Clean Fuel Bus Repl.	94	60.0	$800,000	*$28,305,600*	$0	$200,000	$1,000,000
SON4	Sonoma Co Bus Turnout@Commer	93	27.5	$160,000	*$28,465,600*	$23,000	$17,000	$200,000

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For the Annual Element
of MTC's FY93 Transit Capital Priorities

1. OPERATOR: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2. PROJECT NAME: INSTALL TRANSIT CENTER AMENITIES AT BAYFAIR STATION (BAYFAIR.PJW)

3. PROJECT DESCRIPTION: Complete the BayFair Station transit center through the provision of weather-protection canopies, benches, transit information displays, and landscaping.

4. PROJECT CLASS: 6 (Passenger Stations)

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 805,200 SOURCE: STP

7. PROPOSED LOCAL MATCH: $ 201,300 SOURCE: State/Bridge Tolls

8. TOTAL PROJECT COST: $ 1,006,500

9. PRIOR FTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c), CE (18)
CEQA STATUS: 15301 Existing Facilities Class I

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No _____ Yes

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No _____ Yes* (will be competitively bid)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No _____ Yes

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No _____ Yes

12. ADDITIONAL PLANNING JUSTIFICATION:

BART has been planning to construct a timed-transfer transit center at BayFair Station, in support of AC Transit's Comprehensive Service Plan, for several years. It was an FAU project under the previous funding authorization act, with funds allocated from the Alameda County FAU program. BART recently constructed the operational elements of the transit center, using State Cypress Corridor earthquake relief funds. The State declined to make available the funds necessary to complete the passenger amenity portion of the project. It is in the best interests of BART, AC Transit, the patrons of the two agencies, and in support of congestion management and clean air objectives, to complete this project as soon as possible.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: January 14, 1992

Project: Install Transit Center Amenities at BayFair Station
Operator: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4
Design	====			
Bid/Award	=====			
Construction	==	========		

EXPENDITURE PLAN (000$):	FY 93	FY94	FY95	FY96
STP or NHS	805			
BRIDGE TOLLS	201			
TOTAL FUNDS	1,006			

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for FY 1993
on MTC's Transit Capital Priorities

1. OPERATOR: Livermore/Amador Valley Transit Authority

2. PROJECT NAME: Transit Center

3. PROJECT DESCRIPTION: New Transit Center to improve safety and passenger amenities

4. PROJECT CLASS: 6 Passenger Station

5. SRTP PAGE REFERENCE: Pages 6-9, 6-10 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $400,000 SOURCE: STP or CMAQ

7. PROPOSED LOCAL MATCH (20%): $169,000 SOURCE: TDA/TCI

8. TOTAL PROJECT COST: $ 569,000

9. PRIOR UMTA FUNDING:

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.115 (c)
CEQA STATUS: 14 Cal.Admin Code, Section 15303

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy:

_____No. __X__Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate construct, or otherwise provide all or part of the above named project?

_____No. __X__Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference_____
Proposals have been solicited from A&E firms and will be solicited from construction firms.

c. Are there impediments affecting your ability to contract for the above name project?:

__X__No. _____Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the Private sector regarding this project?

__X__No. _____Yes: SRTP Reference _____
(If yes, how have the complaints been addressed?
Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION

Overview of Project

LAVTA plans to build a new transit center to be located at Stanley Boulevard and Fenton Street in Livermore. The present on-street transfer operation in front of Valley Memorial Hospital on Stanley Boulevard:

1) Encourages imprudent pedestrian crossings across four lanes of Stanley Boulevard;

2) Poses safety problems;

3) Lacks passenger and bus driver amenities.

LAVTA and the City of Livermore have identified a site (on the former proposed BART station site) for an off street transfer facility. The site is being contributed by the City of Livermore to LAVTA. The site will have seven parking stalls for buses, passenger shelters, driver's restroom, a small Road Supervisor and ticket sales office, and landscaping. There will be no automobile parking at the center.

Passenger Benefits

As stated above, this project will significantly increase passenger safety by eliminating the current on street transfer situation. It also increases passenger comfort by providing an attractive facility where passengers can not only wait for buses but also purchase tickets

Regional Goals

This project will improve transit interoperator coordination by providing a central facility where passengers can transfer between Wheels, BART and Amtrak feeder buses.

Date: May 8, 1992
FY93

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for the Three-year Program
of Contra Costa County's ISTEA Priorities

1. **AGENCY/OPERATOR:** Central Contra Costa Transit Authority

2. **PROJECT NAME:** Purchase 3 Alternative Fueled Revenue Vehicles (Service Expansion)

3. **PROJECT DESCRIPTION:** This project involves the purchase of three alternative fueled revenue vehicles to expand its fleet and operate clean fuel burning vehicles. These vehicles will come equipped with air conditioning, wheelchair lifts, tow-way radios, electronic destination signs, fareboxes, and BTV units.

4. **PROJECT CLASS:** New/used Revenue Vehicles

5. **SRTP PAGE REFERENCE:** **TIP PAGE REFERENCE:**

6. **PROPOSED FEDERAL FUNDING:** $660,000 FY93 **SOURCE:** STP

7. **PROPOSED LOCAL MATCH:** $165,000 FY93 **SOURCE:** TBD

8. **TOTAL PROJECT COST:** $825,000 FY93

9. **PRIOR UMTA FUNDING:** None

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS: 23 CFR 771.117(c)(17).
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302.

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS** (CIRCULAR 7005.1):

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    _____ No. _____ Yes: SRTP Page Reference

    b. Were the proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    _____ No. _____ Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference)

    c. Are there impediments affecting your ability to contract for the above named project?

    _____ No. _____ Yes: SRTP Page Reference
    (If yes, have you taken measures to address the impact of these impediments? Reference)

    d. Have you received any formal complaints from the private sector regarding this project?

    _____ No. _____ Yes: SRTP Page Reference
    (If yes, how have the complaints been addressed? Reference)

12. ADDITIONAL PLANNING JUSTIFICATION:

The revenue vehicles to be purchased in this project will be alternative fuel powered vehicles. The three revenue vehicles to be purchased will allow CCCTA to add clean fuel vehicles to its fleet which will support expanded commuter service. These expanded services will serve a central County BART station with timed transfers making this an intermodal project.

With these vehicles, CCCTA will be able to expand service using vehicles powered by fuels other than diesel. These clean fuel powered vehicles are going to support expanded transit services that will play a critical role in improving air quality by helping the Bay Area implement key elements of state TCMs #2, #3, #13 (Federal #21), and #20 of the Bay Area Clean Air Plan.

This project will supply local trip reduction ordinance and congestion management program support in central County by supporting an expansion of commuter services that provide a viable and attractive alternative to the single occupancy vehicle (SOV) through increased transit services thereby creating a transit use incentive. Because the expansion of service that these three alternative fueled vehicles will support will serve a BART station, this project will have the effect of increasing the commuter's ability to use another option other than a SOV to make a trip into or within central County.

As stated above, this project will support a service that provides an alternative to the single occupancy vehicle. Conservatively, this vehicle expansion project will support and serve approximately 400 person trips per day. This result of which will be significant congestion relief in areas adjacent to the expanded services.

The expanded transit services that this project will be supporting will be a part of the existing MTS and will improve the efficiency of the MTS. Furthermore, it will support, augment, enhance the effort of maintaining transit services that currently exist.

By allowing for an expansion of feeder bus service to BART stations, this project will help the region work toward increasing local bus service by 33%. This will not only improve transit service but will create additional transit use incentives.

This project is a demonstration project as it will test an alternative fuel vehicle in its ability to deliver transit services.

Operating costs for the expansion of services this project will support are expected to come from increases fare revenues, AB434 funds, Contra Costa County Measure C revenues, and new contract service revenues.

July 21, 1992

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92 - 93
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: Transit Centers Development

3. PROJECT DESCRIPTION: Transit Center Improvements-
Richmond BART

4. PROJECT CLASS: (6) Passenger Stations

5. SRTP PAGE REFERENCE: 137 - 145 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 468,700 FTA STP

7. PROPOSED LOCAL MATCH:(25%) $ 156,200 TSM/BRIDGE TOLLS

8. TOTAL PROJECT COST: $ 624,900

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: Request to be submitted for approval as CE under 23 CFR 771.117 (d) (10)
CEQA STATUS: Negative Declaration to be Filed

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference Appendix E*

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: July 21, 1992
Project: Transit Centers Improvement--Richmond BART
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 92-93
Clearances Required: Board Approval; City Permits, if Applicable

IMPLEMENTATION SCHEDULE:	FY 1992-93 Q1 Q2 Q3 Q4	FY 1993-94 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Environmental	XXXXX				
TASK 2:Prelim. Engineering	XX	XXXX			
TASK 3:Final Design		XX			
TASK 4: Construction		XXXXXXXX			
TASK 5:					
TASK 6:					
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 1992-93	FY 1993-94	FY	FY	FY
FTA SEC. 9					
FTA SEC. 3					
OTHER FED	468,700				
LOCAL FUNDS SOURCE: TSM/ BRIDGE TOLLS	156,200				
TOTAL FUNDS	624,900				

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed?
Reference _____)

12. PLANNING JUSTIFICATION:

Private Sector

*The Private Sector will be invited to comment on the above projects at a public hearing held each year in conjunction with other regional transit operators and coordinated by the Metropolitan Transportation Commission. This public hearing is not referenced in our SRTP. Notification of this hearing is via newspaper ads and through a mailing to private sector providers.

The AC Transit Comprehensive Service Plan (CSP) converts the primarily radial system into a multi-destinational route network. If AC Transit is to increase transit usage and improve its productivity, it is essential that it reflect the multi-destinational nature of today's travel demand.

Since it is impossible to run direct service from everywhere to everywhere else, an effective multi-destinational network must rely on making transferring convenient. In a system based on timed transfers, a passenger can reach efficient route network with minimal overlap.

To make transferring fast and convenient, the District must be able to bring many buses together at certain key points. These needs require the development of transit centers. A transit center is a facility designed to:

- o allow several buses from different routes to be present at once, so that patrons can transfer without waiting.
- o allow buses to arrive and depart independently (without blocking one another).
- o Provide a safe, pleasant and convenient environment for transferring between buses.
- o Provide other amenities for passengers and drivers.

Besides facilitating bus-to-bus transfers, the transit centers may also accommodate bus-to-rail and auto-to-bus-to-rail transfers. Transit centers are strategically located where several routes naturally converge resulting in high transfer activity. These centers will often be near major activity centers generating a significant number of walk-in passengers. Also, most BART stations in the AC Transit service area will be transit centers to facilitate both regional and local travel.

In urban areas, such as Oakland and Berkeley, the convenience of transferring is largely ensured by the high frequency of most of the

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routes. Even though a transit center is not the primary transfer location as it is in the timed transfer network, there are strategic locations where several routes naturally converge creating a high level of transfer activity and necessitating a facility to safely accommodate the buses and provide for a safe and comfortable environment for the passenger.

In suburban areas, however, most service cannot be justified with headways of less than 30 minutes. Here, convenient transfers can be assured only with transit centers. Transit Centers are therefore critical to the success of the Comprehensive Service Plan.

1. General Design Considerations

Most transit centers will be designed with "sawtooth" bays so that buses can pull in and out independently without blocking each other. Each center must have enough bays for all the scheduled buses to be present at once, with some to spare. Locations for cars to pick up and drop off passengers will be isolated from the bus area, to improve the flow of both cars and buses.

2. Locations

Most of the suburban route structure cannot be implemented until there are at least minimal transit center facilities in place, since these sites must accommodate a number of converging buses and allow passengers to transfer safely and conveniently. Tables 1 and 2 list the transit centers according to priority, indicating which should be completed before restructuring.

The District's service area has been divided into four geographical sub-areas for phased implementation of the restructured route network.

The Western Contra Costa sub-area (Table 2, Group 1) includes timed transfer locations at El Cerrito del Norte BART and Contra Costa College and thus are first priority. Improvements to these sites should be complete before restructuring routes. Improvements to the other transit centers which will not have timed transfer locations (Richmond BART, Hilltop Mall Transit Center, El Cerrito Plaza BART) are second priority.

The Oakland-Berkeley-Alameda core area (Table 2, Group 2) includes only one timed transfer location, Montclair transit Center. However, Fruitvale BART and Eastmont Mall Transit Center will also need to be finished before restructuring routes, since they cannot now accommodate the level of bus and transfer activity envisioned. Second priority transit centers to be developed later include West Oakland BART, Coliseum BART, and Southshore Shopping Center.

The Hayward-San Leandro area (Table 2, Group 3) includes five timed transfer locations: San Leandro BART, Bay Fair BART, Hayward BART,

Chabot College Transit Center, and South Hayward BART. Improvements at these sites should be complete before restructuring routes, though it is possible that South Hayward BART could function on an interim basis without major physical changes.

Finally, the Fremont-Newark area (Table 2, Group 4) includes timed transfer locations at Union City BART, Fremont BART, and the new Irvington and Newark Transit Centers. (Irvington Transit Center will be the site of the future Irvington BART station.) Improvements at these sites should also be complete before restructuring, though it is possible that Newark Transit Center could function on an interim basis without major physical changes. Newpark Mall will also be a transit center under the plan, but without timed transfers.

3. Schedule and Funding

The following subsections detail the funding and design schedule for the transit centers and specifies the division of responsibility in joint projects with other agencies.

FY 1988-89 SECTION 3 SUBMITTED PROJECTS

The first transit centers planned for construction are El Cerrito del Norte BART and San Leandro BART.

These projects were originally programmed in the FY 1991-92 Section 9 Capital Program. Instead, they were resubmitted (along with Hayward BART Transit Center) for funding under the FY 1988-89 Section 3 Suburban Mobility Program to take a full advantage of this special one-time grant opportunity. Funding has been approved for El Cerrito del Norte BART and San Leandro BART Transit Centers. The Hayward BART Transit Center has been put back into the FY 1991-92 Section 9 Capital Program.

These transit centers are planned for development as joint multi-modal projects under BART application. The conceptual design for these projects was completed by AC Transit. However, BART will be the lead agency and assume complete project management responsibilities, including environmental clearance, engineering, and construction in conjunction with the BART parking expansion projects.

FY 1990-91 SECTION 9 PROGRAMMED PROJECT

The Regional Program of Projects (POP), approved by the Metropolitan Transportation Commission (MTC) on September 26, 1990, was based on expected Federal apportionments. As a result of the actual total apportionments being higher than that expected, the FY 1990-91 Section 9 POP and the annual element of the FY 1991-97 Transit Capital Priorities for the San Francisco/Oakland urban area was revised by MTC. Due to the increased apportionments, the Contra Costa Transit Center project was made a part of the FY 1990-91 Section 9 POP. The Transit center proposed for Contra Costa College will serve as a key facility in the

implementation of the timed transfer network in Western Contra Costa. The transit center will be developed in close coordination with property owners, neighboring communities, and with the Contra Costa Community College District.

FY 1991-92 SECTION 9 PROGRAMMED PROJECTS

Bayfair BART Transit Center, originally programmed in the FY 1991-92 Section 9 Capital Program and reprogrammed for the FY 1992-93 Section 3 Capital Program has now been funded by State Cypress Mitigation Funds received by BART in FY 1992. The Contra Costa College Transit Center was also originally programmed as a FY 1991-92 Section 9 Capital Program but was reprogrammed to the FY 1990-91 Regional Program of Projects submitted to UMTA by MTC in September, 1990.

The noted shifts leave Chabot College Transit Center in the Section 9 Capital Program plus the Hayward BART and Fruitvale Station projects. Conceptual designs have been completed for all sites.

Fruitvale BART Station project is planned for development as a joint multi-modal project for which BART will take the lead, since the project is in conjunction with BART's parking expansion project at the same location. The project would therefore be funded under BART's Section 9 Capital Program. The Hayward BART Station project is also planned for development as a joint multi-modal project and will also be funded under BART's Section 9 Capital Program.

The Chabot College Transit Center, a timed transfer transit center in the vicinity of Chabot College in Hayward, will be developed in close cooperation with the property owner. The conceptual designs are completed for the three sites.

FY 1992-93 PROPOSED PROJECTS

FY 1992-93 projects proposed for the Federal Transportation Administration's (FTA) Surface Transportation Program (STP)/Congestion Mitigation and Air Quality (CMAQ), and Section 9 funding are Montclair, Eastmont Mall, Newpark Mall, Fremont BART, and Richmond BART transit centers. The Bayfair BART transit center was originally programmed for FY 92-93, but BART received Cypress Mitigation Funds in FY 1991-92 for this multi-modal timed transfer center project to help mitigate the loss of the Cypress Freeway structure during the Loma Prieta Earthquake.

The Montclair transit center would serve as a key facility in the implementation of timed transfer network in Oakland area. The transit center will be developed in close coordination with property owners, and neighboring communities.

The Eastmont Mall transit center in Oakland would accommodate the consolidation of expanded bus and transfer activities at an off-street site affording a safer and more convenient operation. The conceptual

plans are completed.

Newpark Mall is a major shopping center located in the fast growing community of Fremont. New residential and industrial developments are appearing on the fringes of Fremont and Newark, creating new transit demand in this area. Improved routes will provide better local circulation, with many passengers transferring at this point.

The Fremont BART Transit Center will be a bus-only area with curbside stops and island platforms. The compact design allows for efficient bus-to-bus and bus-to-train transfers. The facility will accommodate seven Santa Clara County Transit buses, in addition to twelve AC Transit routes. The concept plan removes approximately 100 BART parking stalls. Replacement of these stalls is included as part of the project.

Richmond BART already functions as a transit center, as much of the service in the area radiates from this station. This pattern will continue and expand under the CSP, with extensive service from the station to all parts of Richmond. This station is also a major stop on the Bay Area-Sacramento train service, and will be a stop for the Del Norte BART to San Rafael bus service that will be implemented in the near future.

FY 1993-94 PROPOSED PROJECTS

The FY 1993-94 project proposed for the FTA STP funding is the El Cerrito Plaza BART transit Center.

As a shopping center, El Cerrito Plaza is a major transit destination in Western Contra County. El Cerrito Plaza BART will be one of two transit centers located in El Cerrito. Van routes will emanate from El Cerrito Plaza to serve hill areas of El Cerrito and Kensington. The transit center will also be served by local lines from Berkeley and a major trunk line, the 72-San Pablo Avenue with limited service from Oakland.

FY 1994-95 PROPOSED PROJECTS

The FY 1994-95 proposed projects are South Hayward, and Hilltop Mall transit centers.

South Hayward is one of five timed transfer locations in the Hayward area, and is one of the major activity centers on the east end of the city.

Hilltop Mall is a major regional shopping center and a major transit destination in itself. It will be served by the area's busiest trunk route and several new routes which will serve the growing demand for trips between residential northern and eastern Richmond and employment centers in western Richmond.

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AC TRANSIT - TRANSIT CENTERS DEVELOPMENT

FY 1995-96 PROPOSED PROJECTS

The FY 1995-96 proposed projects are Coliseum BART, Union City BART, and Newark Transit Centers.

Coliseum BART is one of the major destinations in the District's core service area of Oakland/Berkeley/Alameda/Albany/Emeryville, as well as the main transfer point for trips to Oakland Airport. The expansion of crosstown service under the CSP will increase the level of service to this station, and increase the passenger transfer activity that occurs there. The station may also be a stop on the proposed Bay Area-Sacramento train service.

The conceptual layout for Union City BART Station places the buses closest to the BART station entrance along the front curb and on three islands. The plan provides a compact bus berth area to minimize bus-to-bus and bus-to-train transfers. Kiss and ride will use the fourth island. The additional bus stalls will remove approximately 120 BART parking spaces, replacement of which is proposed as part of this project.

The Newark Transit Center will serve one of the fastest growing communities in the Bay Area. This will be a timed transfer facility for those routes which are designed to provide better local circulation in the activity centers of Newark and southern Fremont.

FY 1996-97 PROPOSED PROJECTS

The FY 1996-97 proposed projects are West Oakland BART, Southshore, and Yerba Buena Transit Centers.

West Oakland BART will be a key transit center in the District's core service area of Oakland/Berkeley/Alameda/Albany/Emeryville. It is also a station on the Bay Area-Sacramento train service.

Southshore Shopping Center is a major destination in the core service area, and will be served by several major routes from Alameda and Oakland.

Over the years the District has received numerous complaints from patrons regarding the deterioration of the Yerba Buena facility and increased incidents of crime. Yerba Buena is located at 40th and San Pablo Avenues. This is one of AC Transit's major transfer points for connection with transbay lines and other locations. The facility is surrounded by legal gambling casinos and night clubs. Many of our homeless also frequent this area. Patrons, particularly women are frequently approached for money or with lewd conversation. AC Transit owns only a small strip of land (right of way). Security and convenience modifications for this area will be analyzed as a result of the District's Comprehensive Service Plan (CSP) to determine the best way to remedy present conditions.

Several of the possible alternatives are:

1. Improve present site,

2. Expand present site by procuring adjoining parcel and rebuild, or

3. Select an alternative location.

This project has been shifted to FY 1994-95 of the Transit Capital Priorities Program as the District believes it is important to determine the impact the CSP will have on the needs of the Yerba Buena Transfer point.

Rising construction costs and the strong possibility that this project will require the purchase of additional land, either at the present site or at an alternative site, further support this funding request.

FY 1997-98 PROPOSED PROJECTS

The FY 1997-98 proposed project is the Irvington transit Center.

The Irvington Transit Center is scheduled for operation prior to the construction of the proposed BART station. The plan therefore proposes an interim transit center on largely vacant BART-owned land east of Osgood Road, which will eventually be a BART parking lot. The conceptual designs for the proposed projects are complete.

TABLE-1

COMPREHENSIVE SERVICE PLAN
TRANSIT CENTERS

	BART STATIONS	Estimated Number of Bus Bays Required for Each Facility	Priority[1]
1.	Richmond	10	2
2.	El Cerrito/Del Norte	13	1[2]
3.	El Cerrito Plaza	9	2
4.	Oakland West	6	2
5.	Fruitvale	12	1[2]
6.	Coliseum	10	2
7.	San Leandro	12	1
8.	Bayfair	18	1
9.	Hayward	17	1[2]
10.	South Hayward	9	2
11.	Union City	16	1
12.	Fremont	19	1
13.	Irvington	9	1

	OTHER TRANSIT CENTERS		
1.	Hilltop Mall	10	2
2.	Contra Costa College	14	1[2]
3.	Chabot College	12	1
4.	Southshore Shopping Center	4	2
5.	Montclair	11	1[3]
6.	Eastmont Mall	7	1[3]
7.	Newark	8	2
8.	Newpark Mall	7	2

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[1] Priority I transit centers are those which should be completed prior to the implementation of restructured service, and will require interim facilities until the permanent facility is built.

[2] Interim facility is built.

[3] Poor on-street stop locations discourage transferring and probably any growth at these sites. New facilities will need to be constructed for optimum operation.

(REVISED: July 21, 1992)

TABLE-2

COMPREHENSIVE SERVICE PLAN
TRANSIT CENTER
GEOGRAPHICAL PROJECT GROUPINGS

	PRIORITY I SITES	PRIORITY II SITES
Group #1	El Cerrito del Norte BART Contra Costa College	Hilltop Mall Richmond BART El Cerrito Plaza BART
Group #2	Fruitvale BART Montclair Eastmont Mall	Oakland West BART Coliseum BART Southshore Shopping Center
Group #3	San Leandro BART Bayfair BART Hayward BART Chabot College	South Hayward BART Station
Group #4	Union City BART Fremont BART Irvington BART	Newark Newpark Mall

(REVISED: July 21, 1992)

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: San Francisco Municipal Railway

2. PROJECT NAME: Muni Metro Turnback

3. PROJECT DESCRIPTION: The project entails the construction of the Muni Metro Turnback Project. A Full Funding Grant Agreement or a regional alternative will be completed in 1992 to support project construction activities. The project funding is being sought in phases over the next three years. The funds are programmed so that construction can begin in late 1992. This project allows the capacity of the Muni Metro subway to be increased and facilitates the further extension of Muni Metro service to Mission Bay and the Caltrain Depot.

4. PROJECT CLASS: (4) Transit Way

5. SRTP PAGE REFERENCE: pp. TBD TIP PAGE REFERENCE: TBD

6. PROPOSED FEDERAL FUNDING: $25,000,000 SEC. 3

6. PROPOSED FEDERAL FUNDING: $8,800,000 STP/CMAQ

7. PROPOSED STATE FUNDING: $16,372,282 TCI/PROP 108/PROP 116

8. PROPOSED LOCAL MATCH: $16,372,282 VARIOUS

9. TOTAL FY93 PROJECT COST: $66,540,564

10. PRIOR FUNDING: Federal Interstate Transfer, project, Section 3 resources were used for the Environmental Impact Statement, Project Design and Engineering and Advanced Construction Activities. State Guideway funds, Bridge Toll and Hetch Hetchy Revenues, and SFMRIC funds were used to provide the local match. Section 3 and Flexible Federal funds (STP/CMAQ) have been requested to continue activities.

11. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: NEPA STATUS: FEIS -- August 1989. CEQA STATUS: I-280 Program EIR -- Statutory Exclusion State pursuant to the EIR Guidelines 15275.

12. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): Please complete for Annual Element Projects only:

    a Was the private sector involved in the development of this project as set forth in your adopted policy?

    _____ No. __X__ Yes. SRTP Page Reference Chapter TBD, pp. TBD

6375G/7/07/92

OPERATOR San Francisco Municipal Railway
LEAD AGENCY San Francisco Public Utilities Commission

WORKSHEET FILE NAME: FINANCIAL PLAN

LAST REVISED: 01-Jul-92

PROJECT NAME AND FUND SOURCE	ALLOCATION AWARD NO.	THROUGH FY91-92	PENDING FY91-92	AWARDED FY92-93	PENDING FY92-93	FY93-94	FY94-95	FY95-96	FY96-97	FY97-98	FY98-99	FY99-00 & BEYOND	TOTAL	PERCENT CAPITAL TOTAL
MUNI METRO TURNBACK														
FTA SECTION 3 – RAIL MODERNIZATION	CA-03-0314	$525,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$525,000	0.25%
FTA SECTION 3 – RAIL MODERNIZATION	CA-03-0352	$10,072,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,072,500	4.96%
FTA SECTION 3 – FIXED GUIDEWAY	CA-03-0352-1	$0	$0	$0	$31,000,000	$0	$0	$0	$0	$0	$0	$0	$31,000,000	15.32%
FTA SECTION 3 – FIXED GUIDEWAY	FY93	$0	$0	$0	$25,000,000	$0	$0	$0	$0	$0	$0	$0	$25,000,000	12.35%
FTA SECTION 3 – FIXED GUIDEWAY	FY94	$0	$0	$0	$0	$30,428,400	$0	$0	$0	$0	$0	$0	$30,428,400	15.04%
FTA SECTION 3 – FIXED GUIDEWAY	FY95	$0	$0	$0	$0	$0	$24,500,000	$0	$0	$0	$0	$0	$24,500,000	12.11%
FTA SECTION 23 – INTERSTATE TRANSFER	CA-23-9002	$1,105,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,105,000	0.55%
FEDERAL CONGESTION MITIGATION	FY93	$0	$0	$0	$6,800,000	$0	$0	$0	$0	$0	$0	$0	$6,800,000	4.35%
STATE TRANSIT CAPITAL IMPROVEMENT		$195,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$195,000	0.10%
STATE TRANSIT CAPITAL IMPROVEMENT	04B573-PT	$5,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000,000	2.47%
STATE TRANSIT CAPITAL IMPROVEMENT	04C244-PT	$2,490,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,490,000	1.23%
STATE TRANSIT CAPITAL IMPROVEMENT	04F252-PT	$5,896,900	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,896,900	2.92%
STATE TRANSIT CAPITAL IMPROVEMENT	04F766-PT	$6,250,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,250,000	3.09%
STATE TRANSIT CAPITAL IMPROVEMENT	FY92-93	$0	$0	$0	$1,563,000	$0	$0	$0	$0	$0	$0	$0	$1,563,000	0.77%
STATE TRANSIT CAPITAL IMPROVEMENT	FY93-94	$0	$0	$0	$0	$1,045,000	$0	$0	$0	$0	$0	$0	$1,045,000	0.52%
STATE RAIL BONDS – PROP 108	FY93-94	$0	$0	$0	$0	$3,125,000	$0	$0	$0	$0	$0	$0	$3,125,000	1.54%
STATE RAIL BONDS – PROP 116	FY93-94	$0	$0	$0	$0	$11,682,262	$0	$0	$0	$0	$0	$0	$11,682,262	5.77%
BRIDGE TOLLS – AB 664	R96-1563-011	$500,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500,000	0.25%
BRIDGE TOLLS – REGIONAL MEASURE 1	R91-2267-012	$5,896,900	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,896,900	2.92%
BRIDGE TOLLS – REGIONAL MEASURE 1	FY91-92	$0	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000,000	0.99%
S.F. MUNICIPAL RAILWAY IMPROVEMENT CORP	SFMRIC #26	$3,357,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,357,500	1.66%
HETCH HETCHY CAPITAL RESERVES	RTI 33001	$269,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$269,000	0.13%
TRANSIT IMPACT DEVELOPMENT FEE – CAPITAL	OUTYEAR	$0	$0	$0	$0	$6,250,000	$0	$0	$0	$0	$0	$0	$6,250,000	3.09%
TRANSIT IMPACT DEVELOPMENT FEE – OPS	OUTYEAR	$0	$0	$0	$0	$0	$680,000	$1,415,000	$1,472,000	$1,727,000	$2,001,000	$2,101,050	$9,396,050	N/A
TRANSPORTATION SALES TAX – CAPITAL	FY91-92	$6,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,000,000	2.97%
TRANSPORTATION SALES TAX – CAPITAL	FY92-93	$0	$0	$1,563,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,563,000	0.77%
TRANSPORTATION SALES TAX – CAPITAL	OUTYEAR	$0	$0	$0	$0	$7,652,262	$0	$0	$0	$0	$0	$0	$7,652,262	3.80%
TRANSPORTATION SALES TAX – OPERATING	OUTYEAR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
NOTE MMT LRVS ARE IN LRV PURCHASE TOTAL		$47,551,800	$2,000,000	$1,563,000	$66,363,000	$60,362,964	$25,180,000	$1,415,000	$1,472,000	$1,727,000	$2,001,000	$2,101,050	$211,756,814	100.00%

DRAFT

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR FY 92/93
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: SANTA CLARA COUNTY TRANSIT DISTRICT

2. PROJECT NAME: Child Care Center

3. PROJECT DESCRIPTION: Construct an 150 space child care center adjacent the Tamien Train Station

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $1,600,000 SOURCE: STP/CMAQ

7. PROPOSED LOCAL MATCH: 20% SOURCE: Local 1/2 cent Sales Tax

8. TOTAL PROJECT COST: $2,000,000

9. PRIOR UMTA FUNDING: NONE

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

___No. ___Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above named projects?

___No. ___Yes: SRTP Page Reference _____
If "yes", how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?

___No. ___Yes: SRTP Page Reference _____
If "yes", have you taken measures to address the impact of these impediments? Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

___No. ___Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

A high-quality, accessible and affordable child care center located at or near a major intermodal transit facility such as the Tamien train station, would offer a strong incentive to use public transportation.

The Tamien site is an ideal location from the standpoint of its proximity to a large residential neighborhood that appears to exhibit both stong demand as well as a deficiency in day care facilities. Also, a child care facility located near a transit hub that features commuter, light rail and local bus service would have appeal to public transportation users.

CHILD CARE FACILITY AT THE TAMIEN INTERMODAL STATION

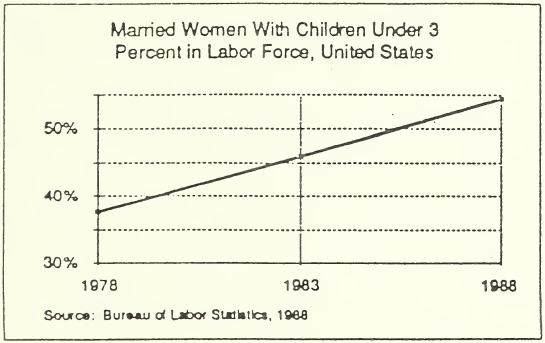
In this paper the concept of incorporating a child care center into the Tamien Intermodal Station will be explored. There are several aspects to the growing problem of child care, especially for the parents who are the working poor. First the shortage of affordable child care forces many who would work full time either to reduce their work hours or stay at home, further reducing their incomes. Second, the location of child care centers is frequently not accessible by transit, requiring a car to be available. This can be a considerable expense for a family with a lower than average income. A large concentration of these families are located near the Tamien Station in San Jose. A child care center located at or near a major intermodal transit facility, providing high-quality, affordable, accessible child care would offer strong incentives to use public transportation.

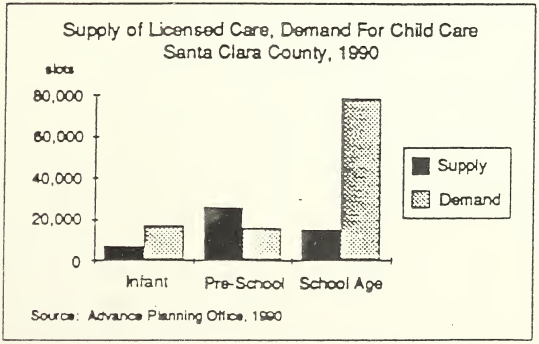
1. Growing Demand For Child Care

The demand for child care in Santa Clara County will continue to exceed the supply throughout the 1990's. The high percentage of women who work will continue to increase at a very slight rate through 2005. Most of this increase will be among women with children under age 3. Population growth will slow, but will be accompanied by a rapid rise in ethnic diversity. The 1990 Census shows San Jose has no majority ethnic group. By 2005, most young people will be Latino or Asian, while most seniors will be white.

Child care is expensive: it comprises between 10 and 30% of a family's budget. This proportion is highest for the working poor. San Jose is projected to receive half of Santa Clara County population growth over the next 15 years. This population will be more diverse, younger and have more children than the county average. An increasing proportion of children will live with a single working parent, which will cause the already high demand for child care to increase.

Many parents with below average incomes find they need subsidized child care, but must wait long periods to get an available slot for their children. This creates a major barrier to finding or keeping a job, frustrating their efforts to get ahead. Later educational attainment and social adjustment of those children who have received child care is better than for those who have not. Disadvantaged children in quality care ultimately have higher high school graduation rates, lowered teen pregnancy rates, and lower rates of delinquency.


Married Women With Children Under 3
Percent in Labor Force, United States
50%
40%
30%
1978
1983
1988
Source: Bureau of Labor Statistics, 1988


Supply of Licensed Care, Demand For Child Care
Santa Clara County, 1990
slots
80,000
60,000
40,000
20,000
0
Infant
Pre-School
School Age
Supply
Demand
Source: Advance Planning Office, 1990

2. Need for Child Care In Tamien Area

Although infant and toddler care is in short supply in Santa Clara County, this shortage is particularly acute in the Tamien area.

- Of those requests for child care in San Jose received by the Santa Clara County 4-C Council 37% were for infant care, but only 6% of care provided was for this group. For the area around Tamien, 26% of requests were for infant child care, while only 2.3% of the care provided in the Tamien Station area was for this age group, an even greater disparity than for the city as a whole.

- Overall, the International Child Resource Institute of Berkeley estimates 43.6% of overall child care needs, 60% of the need school age child care, and 64% of infant care needs in the Tamien area go unmet.

- The Tamien area exhibits one of the lowest percentages of employed residents in the city, about 50.8%. The area is almost half Latino, and 26.6% are Spanish speaking. Thirty percent of the population is under 18, and 11% is age 5 and under.

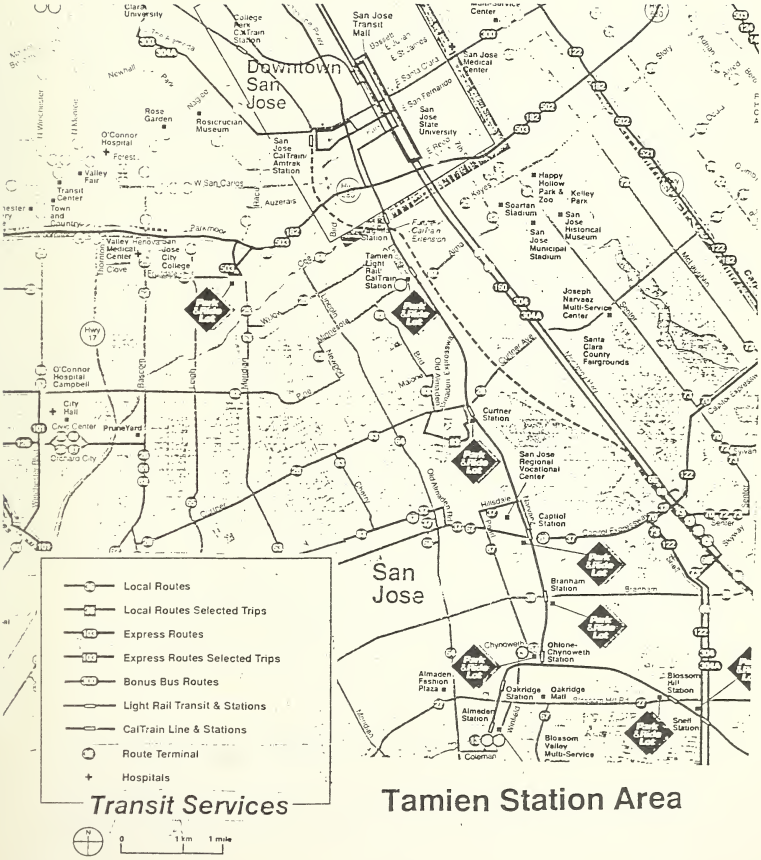
- Tamien Station is located within the San Jose Unified School District, where 18% of the 29,769 children enrolled are from families that are at or below the poverty level.

Three-quarters of the infant and toddler care in Santa Clara County is provided in family home day care. This type of care has the greatest space requirements and requires one teacher for every four children. Child care centers can act as a central point for coordinating a family child care network. One example of this is provided by Economic and Social Opportunities Inc., a private, non-profit agency which currently coordinates such a network of 30 family day care homes out of the Alma Preschool, not far from Tamien Station.

3. Reduce Dependency of Child Care Users on Automobiles

According to an annual poll conducted by the Bay Area Council, the major concern of residents in the Bay Area Region has been the transportation problem. People in Santa Clara County are even more concerned about transportation than the rest of the region. In the past some believed that the automobile could provide all transportation needs, and this is reflected in the design of suburban manufacturing, office and R & D areas which lack sidewalks and transit amenities, and food and child care services nearby. Severe peak hour traffic congestion, lengthy commutes and the region's worst air quality problems stem from the separation of residential areas and commercial services from the workplace. Because of the automobile's central role in air quality problems, a major effort to reduce the number of employer-based trips is being pursued.

Many things are being done to reduce the dependence that Santa Clara County's residents have on single occupant automobile driving. The County's Transportation 2010 Plan has identified a long range plan which



Transit Services

Tamien Station Area

give a strong emphasis to a future based on rail transportation improvements. San Jose's recent housing initiative proposed the zoning of areas along light rail for moderately high-density housing coupled with neighborhood commercial development. New housing growth would be concentrated along the Light Rail line, much of it in the Communications Hill area and at Tamien. The population in the area within a one-mile radius uses transit for 6.6% of trips, about double the average for the county. With light rail service, coordinated bus services, and Commuter Rail service, the area will provide one of the best-served transit markets in the county and a natural meeting point for carpoolers.

Location of a child care center at the Tamien Site would maximize the opportunities for transit and ridesharing use, reduce traffic congestion and personal transportation expenses, and help to meet local Air Quality goals as well. Many parents now find it necessary to drive alone an average of six to eight extra miles daily, in order to access child care. A child care facility located at the Tamien Intermodal Station would allow some of these people to combine this trip to child care with the commute to work.

Provision of a care program for mildly ill children would reduce the need for driving alone. Where this sort of care is not provided, the parent must leave work suddenly when they receive a phone call that their infant is ill. Since commuter rail has relatively infrequent schedules, this is a major deterrent to its use. This need to take care of a sick child also a prevents participation in carpools because of the rigid schedules involved. Since the average parent needs to leave work to care for an ill child eight times a year, mildly ill child care would remove one barrier to transit and ridesharing use.

4. Tamien Station Area Ideal Location

The Tamien site is attractive for the development of child care facilities to serve both the local and regional markets. The Tamien Station is an ideal location for child care facilities in close proximity to a residential neighborhood that exhibits both strong demand and a deficit in the supply, for accessible, affordable, quality child care. Additionally, a child care facility located near a transit hub that features commuter and light rail, and local bus services would have appeal to a much larger population segment. A recent Needs Assessment prepared by the International Child Resource Institute (ICRI) concluded that the demographics around the Tamien Station will support a child care center that would serve from 80 and 200 children. Tamien Station provides an accessible, safe and convenient location for a day care center.

5. Alternative Scenarios for Tamien Child Care

The need for child care in the Tamien area should be a top public priority even in the face of the current economic recession. The expense of family child care for infants and toddlers coupled with high need for this kind of care among low income families makes consideration of some sort of subsidy provision for child care users desirable, but the scarcity of public funds to support such subsidy programs is painfully evident. Under AFDC those enrolled in job training are eligible to receive assistance for child care

services. At the current time the Santa Clara County Social Services department has a list of 11-12,000 people who are waiting to receive these funds. Available resources are insufficient to subsidize local day care needs in the Tamien area in a timely fashion.

A. Institutional Alternatives

This creates the need for local governments to be creative in exploring new methods and arrangements to operate and finance a child care center. Three options on for organizing ongoing operations were presented in the ICRI Needs Assessment:

- Option A - Child Care Center would be established as an independent non-profit entity with its own Board of Directors selected from the community, local service providers, and the The Transit District. The District would not directly control the child care center, and although it could make grants to the Center, but would not be obligated to. This would involve no ongoing expenditures on the part of the District. The child care facility would essentially be leased at nominal cost to the independent care provider, who would assume continuing control of day-to-day operations and legal liability.

- Option B - The Transit District could operate the child care center itself or in conjunction with the county. This would operate under the current county personnel and budget structure and would involve administrative costs in addition to ongoing expenditures on the part of the district. The county or district would assume continuing control of day-to-day operations and legal liability.

- Option C - The Transit District would contract directly with an outside provider of child care services via competitive bidding. Quality standards would be established, and penalties for noncompliance set forth. The district could still retain some control and would be relieved of day-to-day operating responsibilities, but potentially could have legal liability.

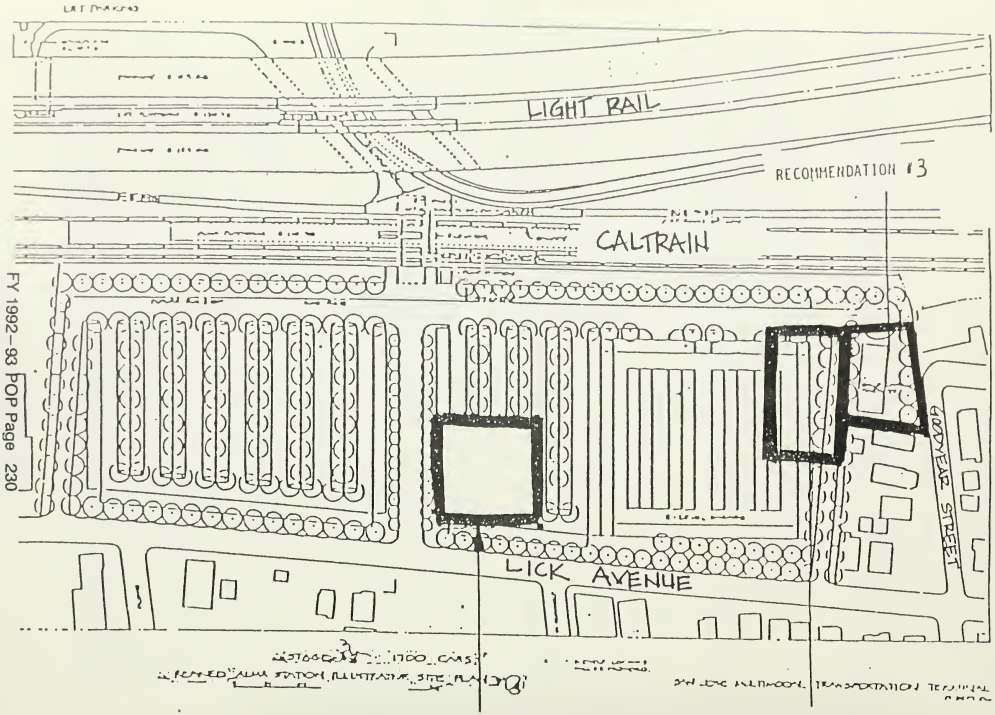
A. Physical Alternatives

1. Stand-alone Child Care Center

The ICRI study identified three potential sites for a stand-alone day care center on the Tamien Site, which would provide care for from 125 to 150 children. Infant, toddler, preschool and school age children would all be provided for at these locations. Two of these locations would utilize a 3/4 acre parcel and as a result would have a more open feel. Another site would require a two-story structure on a .4 acre parcel and would more challenging to design and operate, or alternately a smaller center could be built.

All of these sites would use the "mini-center" layout, arranging the facilities around a central courtyard while retaining individual small group classrooms. A common entrance to the facility would also provide

SITE RECOMMENDATIONS FOR CHILD CARE CENTER



security. Any child care center would need to be located away from diesel fumes from buses and CalTrain locomotives, and far enough from the Guadalupe Freeway to minimize noise problems.

The estimated costs for a child care center at Tamien could exceed available County funding. The District is prohibited from using state transportation funds to operate or construct a child care center.

B. Joint Development

While the ICRI study looked at a child care center only as an stand-alone development, strong potential exists for Joint Development at the Tamien Station site. This could result in provision of quality child care services by leveraging public resources. Joint development possibilities will be developed in this section.

Joint development at Tamien would involve the use of a portion of the 17 1/2 acres of land being held for park-and-ride lot development for a moderate-density housing development built with a future phase of park-and-ride lot construction.

Either a private for-profit, a private, non-profit development, or a public housing project could be involved in the development of plans for the site. The Housing Authority of Santa Clara County provides the federal grant-assisted public housing for the county, and participates in the provision of privately provided affordable housing financed through state bonds, public incentives and other programs. They have indicated interest in further examination of the opportunity to use the "air rights" at the Tamien Station site. Other private, non-profit organizations responsible for providing most of the low-cost housing in the county might also be interested.

Housing would be built above new park-and-ride lots or structured parking facilities provided in exchange for the use of this space by a developer. This would involve a private low-and moderate income housing developer. In lieu of annual rent the developer would agree to construct and operate (or provide for the operation of) a child care facility as a part of the project. In this option, a child care center could be provided with minimal expenditure of public funds, and a new source of funds to subsidize low-income users of child care. Organizational options similar to those presented in the previous section for operating a stand-alone child care center. Responsibility for legal liabilities in a joint use situation should not be markedly different than for a stand-alone child care center.

TAMIEN CHILD CARE CENTER

ICRI CHILD CARE NEEDS ASSESSMENT AND RECOMMENDATIONS

STAFF ANALYSIS AND RECOMMENDATIONS

(April 27, 1992)

DRAFT

DRAFT

A. Background

A child care needs assessment and recommendations for the Tamien Child Care Center was developed by International Child Resource Institute (ICRI). That report includes an executive summary of what was studied, what was found, and what is recommended. The following provides a further explanation of those areas.

1. What Was Studied - The ICRI report consisted of a feasibility study of:

   a. Demographic review of transit user profile development within Santa Clara County, the City of San Jose and one and three mile radius areas surrounding Tamien Station.

   b. Neighborhood and transit pattern assessment in relation to child care need to determine the demand for child care facilities in the Tamien area.

   c. Review of the proposed site and the development of alternate locations and facility configurations at the site.

   d. Determination of optimal size of the facility with alternatives based on budget considerations and land constraints.

   e. Design considerations to address regulatory licensing, zoning and health and safety requirements.

   f. Policy considerations for encouraging transit customers' use of the child care center, including goverance, administrative and operating considerations.

2. What Was Found - ICRI determined that the existing child care supply in the Tamien area does not adequately meet the

demand. The demand will support a center to serve a minimum of 80 children and a maximum of 200 children. The following age groups, in descending order, have the highest level of demand for child care - (1) infant and toddler, (2) school-age, and (3) preschool. There is also a need for mildly-ill children care or occasional care. And, a child care center at the Tamien Station will likely increase the use of public transportation.

3. What is Recommended - ICRI developed recommendations for locations of the child care center and programming issues.

   a. Location Issues - The recommended location at the Tamien Station is the future Caltrain parking lot on Transit District land at the northwest corner of the entrance to the lot on Lick Avenue ("Lick Avenue location"). It will consist of three quarters of an acre and will serve a child care center for up to 150 children. An alternative location is in the future Caltrain parking lot at the corner of Goodyear Street and the Caltrain tracks ("Goodyear Street location"). Options include a one story center on three quarters of an acre and a two story center on four-tenths of an acre.

   b. Programming Issues - A viable option for care of mildly-ill children and occasional care is the development of a satellite family day care home at a site near the Tamien Station. ICRI also recommends development of a specialized transit related resource and referral service.

B. Project Budget and Cost Estimates

The original budget established for the Tamien Child Care Center is $620,000. An additional $500,000 was included for child care as part of the appropriation for the Multimodal Terminal project, increasing the total budget to $1,120,000. The amount expended to date is $16,040 for ICRI fees for the development of the child care needs assessment and recommendations. The amount currently available for the remainder of the project is approximately $1,100,000.

Staff developed project cost estimates, using the construction costs in the ICRI report, for two alternatives:

- ICRI's minimum sized center for 80 children.

- ICRI's maximum sized center for 150 children.

The cost breakdown and facility size for each alternative is:

Child Care Capacity (children)	80	150
Unit Area Building (SF/child)	55	55
Unit Area Play Yard (SF/child)	75	75
BUILDING AREA (SF)	4,400	8,250
PLAY YARD AREA (SF)	6,000	11,250
Unit Cost Building ($/SF)	$ 101	$ 101
Unit Cost Play Yard ($/SF)	$ 13	$ 13
SITE IMPROVEMENTS/UTILITY HOOK-UPS (See Note 3)	$ 50,000	$ 50,000
BUILDING COST	443,456	833,250
PLAY YARD COST	76,385	146,250
TOTAL COST	$569,841	$1,029,500
Supplemental Work Allowance SWA	56,984	102,950
Reasonable Bid Allowance RBA	62,683	$ 113,245
TOTAL CONSTRUCTION COST	$689,508	$1,245,695
DESIGN COST		
Assessment/Feasibility Study (ICRI)	16,000	16,000
Expert Consulting Services (Advice/Review) (ICRI)	32,500	32,500
Geotechnical, Topo Survey - Allowance (see Note 1)	15,000	15,000
Project Management Design Phase (8hrs/wk)	18,720	18,720
Architectural Design (700hrs for 80 child)	46,314	87,300
Structural Design (60hrs for 80 child)	5,869	11,000
Mechanical/Electrical Design (100hrs for 80 child)	6,616	12,500
Landscape Design (60hrs for 80 child)	5,615	10,800
Signage Design	5.000	9,500
TOTAL DESIGN COST	$151,635	$ 213,320
DESIGN CONSTRUCTION SERVICES COST		
Plan Check Review-Allowance for Building Official	6,500	12,250
Advertising/Bidding (80hrs)	5,340	5,340
Project Management Construction Phase (8hrs/wk)	16,068	24,102
Design Construction Services (8hrs/wk)	12.855	19.282
TOTAL DESIGN CONSTRUCTION SERVICES COST	40,763	60,974
CONSTRUCTION INSPECTION	67,036	92,973
FURNITURE		
Furniture/Equipment-Allowance	100,000	150,000

START-UP COST		
Licenses, Fees, Taxes-Allowance	2,500	2,500
Publicity & Advertising-Allowance	1,500	1,500
Supplies-Allowance	8,000	15,000
TOTAL START-UP COST	12,000	19,000
PROJECT CONTINGENCY (10%)	106,094	178,196
TOTAL PROJECT COST	1,167,036	1,960,158

NOTE 1: EIR not included.
NOTE 2: Construction costs shown are inflated to mid-point of construction.
NOTE 3: Site improvements do not include on-site parking for staff which will be accommodated in the Caltrain parking lot.

C. Operating Cost Estimates

Staff developed operating cost estimates for the 80 and 150 child care centers based on information in the ICRI report, supplemental information provided by ICRI, and costs provided by the YWCA, the operator of the Valley Medical Center (VMC) Child Care Center.

	80 Child Center	150 Child Center	VMC 63 Child Center
Annual Registration Fee	$ 50	$ 50	$ 35
Child Care Monthly Fee			
Infants	$ 534	$ 534	$ 500
Toddlers	500	500	480
Transitional Twos	471	471	404
Preschool	422	422	340
School-age	219	219	—
Annual Income	$439,072	$654,671	not known
Annual Expenses	$501,280	$643,734	not known
Annual Loss/Gain	$ 62,208 loss	$ 10,937 gain	$36,000 loss (w/o overhead costs)

D. Project Schedule

The timeline for establishing the child care center is detailed below.

Design (concurrent with zoning & environmental)	9 months
Advertisement/award/ contractor compliance	3 months

Construction	
80 child care center	6 months
150 child care center (concurrent with licensing & nonprofit provider)	9 months
Total	
80 child care center	18 months
150 child care enter	21 months

E. Goverance Options

ICRI developed three alternatives for goverance options for the child care center which are detailed in the report. In general, they consist of the following:

1. Establish as a non-profit entity - Operating the center as an autonomous unit with its own board of directors requires development of a new entity which separates the Transit District from the center.

2. Operate the center as division of the Transit District - Requires development of a separate child care unit and applying County employee practices and policies to child care personnel; administration liability and budget issues are a part of this option.

3. Develop a contract between the Transit District and an outside provider of child care services - The Transit District exercises less control over daily operations but lessens the liability and budget issues to the District.

F. Staff Recommendations

1. Proceed with design and construction of a child care center for 150 children on the three quarter acre Lick Avenue location.

   Apply for $1,600,000 for ISTEA funds (CMAQ-Congestion Management and Air Quality) in the 1993 TIP (Transportation Improvement Program). Provide $400,000 for the local match.

   If ISTEA funds are not approved, proceed with an 80 child care center to stay within the $1,100,000 budget.

   It is estimated that the 150 child care center will be operationally self-sustaining when filled to capacity. The 80 child care center, when at full capacity, will need to be subsidized by an annual cost estimated to be $62,000.

2. Proceed with staff design. Consultants will be needed for expert consulting services and geotechnical and structural services.

3. Work with the County Child Care Operating Policies Committee to determine the best governance option to provide quality, affordable child care while minimizing liability to the District.

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR FY 92/93
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: SANTA CLARA COUNTY TRANSIT DISTRICT

2. PROJECT NAME: **Communication System Replacement**

3. PROJECT DESCRIPTION: Develop phased plan and specification for replacement of Transit district communication system

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $400,000 SOURCE: STP

7. PROPOSED LOCAL MATCH: (50%) $400,000 SOURCE: Local 1/2 cent Sales Tax

8. TOTAL PROJECT COST: $800,000

9. PRIOR UMTA FUNDING: NONE

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

___No. ___Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above named projects?

___No. ___Yes: SRTP Page Reference _____
If "yes", how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?

___No. ___Yes: SRTP Page Reference _____
If "yes", have you taken measures to address the impact of these impediments? Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

___No. ___Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

An initial phase to develop specifications is necessary to ensure that thetotal needs are fully defined and equipment is fully compatible.

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR FY 93/94
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: SANTA CLARA COUNTY TRANSIT DISTRICT

2. PROJECT NAME: **Planning Update**

3. PROJECT DESCRIPTION: Update of T-2010 Plan; costs associated with consulting services & other costs associated with the bi-annual update of the County's 20 year Transportation Plan

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $240,000 SOURCE: STP

7. PROPOSED LOCAL MATCH: 20% SOURCE: Local 1/2 cent Sales Taxz

8. TOTAL PROJECT COST: $300,000

9. PRIOR UMTA FUNDING: NONE

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

___No. ___Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above named projects?

___No. ___Yes: SRTP Page Reference _____
If "yes", how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?

___No. ___Yes: SRTP Page Reference _____
If "yes", have you taken measures to address the impact of these impediments? Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

___No. ___Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

The T-2010 Plan was adopted March 24, 1992. It is the Countywide Transportation Plan in accordance with the provisions of AB 3705. This law calls for an update of the Plan every two years. This update is important to review and modify priorities for input into the update of the Regional Transportation Plan and for setting funding priorities for County projects.

ROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR FY 92/93
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: SANTA CLARA COUNTY TRANSIT DISTRICT

2. PROJECT NAME: Emergency Hazardous Materials Remediation Program

3. PROJECT DESCRIPTION: Replace fuel and non-fuel underground storage tanks at Chaboya Bus Yard

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $3,200,000 SOURCE: STP

7. PROPOSED LOCAL MATCH (20%): $800,000 SOURCE: Local 1/2 cent Sales Tax

8. TOTAL PROJECT COST: $4,000,000

9. PRIOR UMTA FUNDING: NONE

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

___No. ___Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above named projects?

___No. ___Yes: SRTP Page Reference _____
If "yes", how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?

___No. ___Yes: SRTP Page Reference _____
If "yes", have you taken measures to address the impact of these impediments? Reference _____

BACKGROUND

In May, 1991, information was brought to the attention of the Santa Clara County District Attorney's Office by the County Health Department, Office of Toxics Enforcement, regarding an investigation of three bus maintenance facilities.

The District Attorney began an investigation into the history of the Transportation Agency's hazardous materials storage and handling practices.

When the Board of Supervisors became aware of these problems, immediate action was taken to identify the corrective action steps to bring SCCTA operation into compliance. On July 1, 1991, the Board of Supervisors declared a state of emergency and approved a $9 million accelerated compliance program that includes employee training, procedural improvements and an extensive capital projects program.

On July 23, 1991, the Deputy District Attorney prepared a Civil Complaint for Injunction, Penalties and Other Relief, alleging the violations cited by the Health Department. This complaint was to accompany a stipulated judgement which would memorialize the terms agreed upon regarding correction of violations by SCCTA's Legal Counsel. A $2 million penalty was levied against SCCTA.

On July 24, 1991, a work plan was submitted by SCCTA to the District Attorney's Office as an itemized schedule of work to be completed for correction of all violations.

The replacement of the storage tanks at the Chaboya Bus Yard is one of the itemized improvements committed to by the Agency within this overall multi-million compliance package.

SCOPE OF PROJECT

The project consists of the removal and replacement of existing underground fuel storage, waste oil storage and various product storage tanks, the excavation of diesel contaminated soil, and the installation of a temporary fueling facility.

PROJECT JUSTIFICATION

This project is being proposed under STP funds for the following reasons:

1. It would be an eligible transit project under the Federal Transit Administration's Section 9 Program. The flexible nature of the STP funds would allow the transfer of these funds to FTA for this project.

2. More importantly, the use of "non-local" of funds for portions of this compliance program will provide direct service and fiscal benefits to the users of the bus system and the District. That is, reducing the amount of local funds needed on capital projects will help to minimize future reductions in bus service.

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR FY 93/94
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: SANTA CLARA COUNTY TRANSIT DISTRICT

2. PROJECT NAME: **Almaden Double Tracking**

3. PROJECT DESCRIPTION: Design for double tracking & other upgrades to Almaden leg of Guadalupe Corridor

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $400,000 SOURCE: STP/CMAQ

7. PROPOSED LOCAL MATCH: 20% SOURCE: Local 1/2 cent Sales Tax

8. TOTAL PROJECT COST: $500,000

9. PRIOR UMTA FUNDING: NONE

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

___No. ___Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above named projects?

___No. ___Yes: SRTP Page Reference _____
If "yes", how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?

___No. ___Yes: SRTP Page Reference _____
If "yes", have you taken measures to address the impact of these impediments? Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

___No. ___Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

Current operation is restricted to a rail shuttle operation on the single track on the leg between Ohlone and Almaden Station. Upgrading including double tracking will allow for more efficient operation, better coordination of service between the shuttle and regular LRT line, and capability for expanded service frequency.

Construction expected to be funded through future allocation of FTA Fixed Guideway dollars.

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92-93
of MTC's Transit Capital Priorities

1. OPERATOR: SANTA CLARA COUNTY TRANSIT DISTRICT

2. PROJECT NAME: Highway 17 Rail Feasibility Study (Sun Tan Special)

3. PROJECT DESCRIPTION: Phase 1 Feasiblity Study, prepare a preliminary feasiblity study with initial recommendations of possible rail alternatives on the Route 17 Corridor between Santa Clara and Santa Cruz Counties.

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $40,000 SOURCE: STP

7. PROPOSED LOCAL MATCH (25 %): $10,000 SOURCE: Local 1/2 cent Sales Tax

8. TOTAL PROJECT COST: $50,000 (bi-region joint funding proposal described on Page 2)

9. PRIOR UMTA FUNDING: NONE

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. _____ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

State Route 17 between Santa Clara and Santa Cruz Counties is a heavily used and highly congested commute and recreation corridor.

In January 1990, the SCCTD Board approved the re-establishment of the SunTan Special Joint Committee with the Santa Cruz County Board of Supervisors. This proposed Phase i feasiblity study in the amount of $100,000 is the first of five in the federal study sequence which would done jointly by AMBAG and MTC with local matching funds from the Santa Cruz County Metropolitan Transit District and SCCTD.

All necessary funding for Phase 1 is in place with the exception of the remaining $40,000 required from the MTC region. The proposed Phase 1 funding is as follows:

MTC Region	$40,000	
AMBAG Region	$40,000	
SCCTD	$10,000	(in FY 1992 Budget)
SCMTD	$10,000	
Total	$100,000	

The proposed Phase 1 Feaiblity Study would conduct an inter-regional assessment of the potential for passenger rail service once again between the two counties over the Santa Cruz Mountains. The Study will evaluate and develop initial recommended alternatives for further study of rail transit as a means to improving capacity and traffic conditions on Route 17. Attached is a description of major tasks for completion in Phase 1 prepared by AMBAG as part of its OWP.

Work Element 671: Highway 17 Rail Feasibility Study

Objective:

To conduct an inter-regional assessment of the potential for passenger rail service between Santa Cruz and Santa Clara Counties. The study will evaluate rail transit as a means to improve capacity and traffic conditions on State Highway 17.

Previous and Ongoing Work:

A previous assessment of passenger rail was made in 1973. The information collected at that time is out-of-date and not responsive to the current ridership demand, funding and regulatory climate.

Major Product FY 1991/92 (Phase 1):

- Preliminary feasibility study with initial recommendations of alternatives. The study will determine whether or not a final feasibility study and subsequent alternatives analysis is warranted.

Major Tasks FY 1991/92 (Phase 1):

- Conduct site investigations and interview City and County officials in an effort to identify all possible fixed guideway corridors and their potential alignments.

- Develop a description of the candidate alignments and their general condition. Contract the identification of appropriate technologies for candidate alignments to a consultant experienced in fixed guideway technologies.

- Match potential technologies to promising alignments giving full consideration to potential patronage, costs, environmental and other impacts. Investigate the methods to integrate the guideway operation with the regional transportation system.

- Develop cost estimates for candidate alignments to include the following factors: capital cost, cost saving due to parallel bus service reduction, economic benefits to offset transportation development costs, savings in other planned transportation programs, potential financial contributions from private sources, and financially mitigating effects of related environmental or social benefits.

- Review material collected and generated on candidate alignments and select for further consideration those alternatives which appear feasible.

- Prepare draft and final report summarizing work conducted under Phase 1.

July 21, 1992

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92 - 93
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: AC 5 - Replace Fare Collection System/**Translink**

3. PROJECT DESCRIPTION: Upgrade fare collection system, including data collection, reliability, security, and capability to accept the "Universal Ticket".

4. PROJECT CLASS: (12) Revenue Collection and Processing

5. SRTP PAGE REFERENCE: 161 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 6,000,000 SOURCE: FTA CMAQ

7. PROPOSED LOCAL MATCH (20%) $ 1,500,000 SOURCE: TSM/BRIDGE TOLLS

8. TOTAL PROJECT COST: $ 7,500,000

9. PRIOR UMTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 14 Cal. Admin. Code, Section 15301
CEQA STATUS: 23 CFR 771.117 (c)(14)

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. _____ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

2. ADDITIONAL PLANNING JUSTIFICATION:

This submission is based on our Fare Collection System Replacement Program that we have submitted in previous years. Replacement of our Fare Collection System is essential in order for the District to be able to participate, as programmed, in the Regionally sponsored "Universal Ticket" (Translink) project. This program is available to move forward depending on the progress of the Translink demonstration project by Central Contra Costa County Transit Authority and BART, and the availability of a one piece farebox with ticket validator.

AC Transit is scheduled to be involved in Phase 2 of this project and initially was programmed to use the District's Emeryville, Division 2, buses for the demonstration. However, Phase 2 will now include equipping the full AC Transit bus fleet to accept the "Universal Ticket" rather than the District's Division 2 buses. The project cost is currently scheduled for FY 1992-93 at an estimated cost of $7,500,000.

The District implemented its present electronic registering farebox system in fiscal year 1982-83. AC Transit collects over $30 million in passenger revenue annually, of which approximately 70 percent is collected on board in the form of cash, bills, transfers and tickets. The present system has proved of significant benefit in processing this revenue.

Since then, however, major technological advances have greatly enhanced the reliability and usefulness of electronic fareboxes and the data they collect. These advances include:

- Recording the operator's I.D.,
- Passenger counts by type, location, date and time,
- Route, run and trip information, including date and time,
- Unlimited possibilities for subtotals and combinations of the above,
- Time and date record of when the cash box is removed and for how long,
- Time and date record of cash box being emptied, including location and amount,
- An alarm on farebox indicating the cash box is not in place, or has been tampered with,
- Capability to upgrade fareboxes and system to accept the "Universal Pass", and
- Capability to process increases in cash fare, even if fare is increased to $1.

Given these considerations, the District now plans to replace its present electronic fare collection system. This is now programmed for the FY 1992-93 budget year.

It would be impractical to convert this system on a piecemeal basis. Therefore, it is the intent of the District to replace the entire Electronic Fare Collection system during the course of this project. New farebox equipment would require a different receiving vault and farebox probe than presently used. Our present collection areas at the divisions are not big enough to house both collection systems. Using two different systems would also cause much confusion for both drivers and personnel emptying the fareboxes. Passengers could also be confused by encountering different fareboxes on different buses, with their ticket and cash slots in different places. The reliability of the data collected in such a case would be questionable. The new system would also require new computer hardware and software that might not be compatible with the present hardware and software.

A few buses currently are equipped with upgraded equipment that can accumulate data on a trip-by-trip basis. At the end of each trip, the operator can push a button that causes the farebox to record the data separately for a particular trip, thus permitting more detailed analysis of ridership and fare receipts. Our experience with this new equipment has shown that by utilizing new technology, we can eliminate current difficulties in the reliability of our ridership/farebox data plus better monitor our routes on a daily basis.

Replacement of the present system would also give our fareboxes the capability to accept the "universal ticket". The Metropolitan Transportation Commission (MTC) has been working with regional transit operators for several years to develop a universal ticket good for all operators. The first phase of the regional project is currently being demonstrated by the Bay Area Rapid Transit District (BART) and the Central Contra Costa County Transit Agency (CCCTA). AC Transit is scheduled to be involved in Phase 2 of this project. Phase 2 will include equipping the full AC Transit bus fleet to accept the "Universal Pass". Accomplishment of this project will use new technology that is currently being developed including a one piece farebox with a "universal ticket" validator, and the ability to automatically download data without using a probe.

In addition, the proposed Electronic Fare Collection system will provide a central data base capable of recording different kinds of pass ridership such as the new joint AC/BART pass. This detailed information on ridership and revenues will enable Management to make better informed decisions and facilitate regional distribution of revenues.

Replacement of the Fare Collection System will also include upgrading the District's revenue collection security. This project was developed as a result of findings by the Alameda County Grand Jury and subsequent research done by DeLoitte and Touche. Deloitte and Touche noted in their final report the lack of controls which require equipment enhancement to be corrected.

The Revenue Collection Security portion of the project would include:

- o Enhancement and/or replacement of video related equipment at all revenue collection facilities. This will include:
  - -Divisional fuel islands;
  - -Customer service locations:
    - Oakland
    - San Francisco;
  - -General Office Vault;
  - -Enhancement of lighting at Divisional fuel islands near revenue collection equipment.
- o Repair and obtain service contract for UPS (Uninterrupted Power Supply) at each division.
- o Install "loose revenue" collection receptacles in each division revenue collection area.
- o Install spare receiver unit at Division 2.
- o Install silent alarms directed to local police department(s) at both customer service locations.

A. Continuation of Prior Commitment

1. This project is not a continuation of a funded multi-year project.

B. Project Merit

1. This project will directly benefit passengers as fare collection will be facilitated, Driver/Passenger confrontation over fare paid should be eliminated by the visual display of the fare paid plus more reliable data on which to base decisions will be collected regarding route-level patronage.

2. This project will directly produce benefits to system productivity, efficiency, safety and security as the new equipment will provide the capability of more accurately collecting specific statistical data on the types and classes of passengers boarding District buses and the time and location of these boardings. This data will be fed into the MIS System to provide significant management information upon which more accurate and timely evaluation and operating decisions can be made. The new accessory equipment (vaults) will eliminate manual functions and increase security.

3. This project does address significant or regional goals or policies. The statistical data noted above will enable us to better determine and address the needs of the elderly and handicapped as well as interoperator transfer points. The implementation of equipment to accept the "Universal Pass" will also address the regional goal of interoperator coordination plus distribution of revenues.

   This project will also address significant or regional goals or policies regarding security of revenue collection facilities and processes. We believe this project should receive a

score of 10 as the project was developed as a result of findings by the Grand Jury and further investigation conducted by DeLoite and Touche. It is important that this project be implemented as soon as possible.

4. This project includes replacement of the fare collection system presently in use thus upgrading of capabilities and reliability of our fare collection equipment, allowing us to more effectively maintain our service.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: July 21, 1992
Project: AC5 - Replace Fare Collection System/**Translink**
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 92-93
Initial Clearances Required:

IMPLEMENTATION SCHEDULE:	FY 92-93 Q1 Q2 Q3 Q4	FY 93-94 Q1 Q2 Q3 Q4	FY 94-95 Q1 Q2 Q3 Q4	FY 95-96 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Purch. Com. Approval	XO				
TASK 2: Develop Specs.	XXX				
TASK 3: Board Approval	XXO				
TASK 4: Bid Process	X	XXX			
TASK 5: Delivery		XXXXXXXXXX	XXXXXXXX		
TASK 6: Svc. Preparation		XXXX	XXXXXXXXXXXXXXX		
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 92-93	FY 93-94	FY 94-95	FY 95-96	FY
FTA CMAQ		$ 6,000,000			
FTA SEC. 3					
OTHER FED.					
LOCAL FUNDS SOURCE: TSM/ BRIDGE TOLLS		1,500,000			
TOTAL FUNDS		7,500,000			

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: San Francisco Municipal Railway

2. PROJECT NAME: Muni Metro Turnback

3. PROJECT DESCRIPTION: The project entails the construction of the Muni Metro Turnback Project. A Full Funding Grant Agreement or a regional alternative will be completed in 1992 to support project construction activities. The project funding is being sought in phases over the next three years. The funds are programmed so that construction can begin in late 1992. This project allows the capacity of the Muni Metro subway to be increased and facilitates the further extension of Muni Metro service to Mission Bay and the Caltrain Depot.

4. PROJECT CLASS: (4) Transit Way

5. SRTP PAGE REFERENCE: pp. TBD TIP PAGE REFERENCE: TBD

6. PROPOSED FEDERAL FUNDING: $25,000,000 SEC. 3

6. PROPOSED FEDERAL FUNDING: $8,800,000 STP/CMAQ

7 PROPOSED STATE FUNDING: $16,372,282 TCI/PROP 108/PROP 116

8. PROPOSED LOCAL MATCH: $16,372,282 VARIOUS

9. TOTAL FY93 PROJECT COST: $66,540,564

10. PRIOR FUNDING: Federal Interstate Transfer, project, Section 3 resources were used for the Environmental Impact Statement, Project Design and Engineering and Advanced Construction Activities. State Guideway funds, Bridge Toll and Hetch Hetchy Revenues, and SFMRIC funds were used to provide the local match. Section 3 and Flexible Federal funds (STP/CMAQ) have been requested to continue activities.

11. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: NEPA STATUS: FEIS -- August 1989. CEQA STATUS: I-280 Program EIR -- Statutory Exclusion State pursuant to the EIR Guidelines 15275.

12. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): Please complete for Annual Element Projects only:

    a Was the private sector involved in the development of this project as set forth in your adopted policy?

    _____ No. __X__ Yes. SRTP Page Reference Chapter TBD, pp. TBD

63750/7/07/92

OPERATOR: San Francisco Municipal Railway
LEAD AGENCY: San Francisco Public Utilities Commission

WORKSHEET FILE NAME: FINANCIAL PLAN

LAST REVISED: 01-Jul-92

PROJECT NAME AND FUND SOURCE	ALLOCATION AWARD NO.	THROUGH FY91-92	PENDING FY91-92	AWARDED FY92-93	PENDING FY92-93	FY93-94	FY94-95	FY95-96	FY96-97	FY97-98	FY98-99	FY99-00 & BEYOND	TOTAL	PERCENT CAPITAL TOTAL
MUNI METRO TURNBACK														
FTA SECTION 3 – RAIL MODERNIZATION	CA-03-0314	$525,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$525,000	0.25%
FTA SECTION 3 – RAIL MODERNIZATION	CA-03-0352	$10,072,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$10,072,500	4.96%
FTA SECTION 3 – FIXED GUIDEWAY	CA-03-0352-1	$0	$0	$0	$31,000,000	$0	$0	$0	$0	$0	$0	$0	$31,000,000	15.32%
FTA SECTION 3 – FIXED GUIDEWAY	FY93	$0	$0	$0	$25,000,000	$0	$0	$0	$0	$0	$0	$0	$25,000,000	12.35%
FTA SECTION 3 – FIXED GUIDEWAY	FY94	$0	$0	$0	$0	$30,426,400	$0	$0	$0	$0	$0	$0	$30,426,400	15.04%
FTA SECTION 3 – FIXED GUIDEWAY	FY95	$0	$0	$0	$0	$0	$24,500,000	$0	$0	$0	$0	$0	$24,500,000	12.11%
FTA SECTION 23 – INTERSTATE TRANSFER	CA-23-9002	$1,105,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,105,000	0.55%
FEDERAL CONGESTION MITIGATION	FY93	$0	$0	$0	$8,800,000	$0	$0	$0	$0	$0	$0	$0	$8,800,000	4.35%
STATE TRANSIT CAPITAL IMPROVEMENT		$195,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$195,000	0.10%
STATE TRANSIT CAPITAL IMPROVEMENT	04B573-PT	$5,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000,000	2.47%
STATE TRANSIT CAPITAL IMPROVEMENT	04C244-PT	$2,460,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,460,000	1.22%
STATE TRANSIT CAPITAL IMPROVEMENT	04F253-PT	$5,896,900	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,896,900	2.92%
STATE TRANSIT CAPITAL IMPROVEMENT	04F766-PT	$6,250,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,250,000	3.09%
STATE TRANSIT CAPITAL IMPROVEMENT	FY92-93	$0	$0	$0	$1,563,000	$0	$0	$0	$0	$0	$0	$0	$1,563,000	0.77%
STATE TRANSIT CAPITAL IMPROVEMENT	FY93-94	$0	$0	$0	$0	$1,045,000	$0	$0	$0	$0	$0	$0	$1,045,000	0.52%
STATE RAIL BONDS – PROP 108	FY93-94	$0	$0	$0	$0	$3,125,000	$0	$0	$0	$0	$0	$0	$3,125,000	1.54%
STATE RAIL BONDS – PROP 116	FY93-94	$0	$0	$0	$0	$11,662,262	$0	$0	$0	$0	$0	$0	$11,662,262	5.77%
BRIDGE TOLLS – AB 664	R06-1563-011	$500,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$500,000	0.25%
BRIDGE TOLLS – REGIONAL MEASURE 1	R91-2267-012	$5,896,900	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,896,900	2.92%
BRIDGE TOLLS – REGIONAL MEASURE 1	FY91-92	$0	$2,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$2,000,000	0.99%
S.F. MUNICIPAL RAILWAY IMPROVEMENT CORP	SFMRIC #26	$3,357,500	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,357,500	1.66%
HETCH HETCHY CAPITAL RESERVES	RTI 20001	$269,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$269,000	0.13%
TRANSIT IMPACT DEVELOPMENT FEE – CAPITAL	OUTYEAR	$0	$0	$0	$0	$6,250,000	$0	$0	$0	$0	$0	$0	$6,250,000	3.09%
TRANSIT IMPACT DEVELOPMENT FEE – OPS	OUTYEAR	$0	$0	$0	$0	$0	$680,000	$1,415,000	$1,472,000	$1,727,000	$2,001,000	$2,101,050	$9,396,050	N/A
TRANSPORTATION SALES TAX – CAPITAL	FY91-92	$6,000,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,000,000	2.97%
TRANSPORTATION SALES TAX – CAPITAL	FY92-93	$0	$0	$1,563,000	$0	$0	$0	$0	$0	$0	$0	$0	$1,563,000	0.77%
TRANSPORTATION SALES TAX – CAPITAL	OUTYEAR	$0	$0	$0	$0	$7,652,262	$0	$0	$0	$0	$0	$0	$7,652,262	3.86%
TRANSPORTATION SALES TAX – OPERATING	OUTYEAR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	N/A
NOTE MMT LRVS ARE IN LRV PURCHASE TOTAL		$47,551,800	$2,000,000	$1,563,000	$66,363,000	$60,362,364	$25,180,000	$1,415,000	$1,472,000	$1,727,000	$2,001,000	$2,101,050	$211,756,814	100.00%

DRAFT

METROPOLITAN TRANSPORTATION COMMISSION
1993 FEDERAL TIP
(Fill out one form for each project)

DATE: June 3, 1993
PREPARED BY: Kevin S. Daughton
AGENCY: City of Fairfield
PHONE: (707) 428-7590

PROJECT SPONSOR

Sponsoring Agency: City of Fairfield

Implementing Agency: City of Fairfield

Operating Agency: City of Fairfield

PROJECT LOCATION

COUNTY-ROUTE: Interstate Route 80

STATE HIGHWAYS: Post Mile Back: 13.49 Post Mile Ahead: 17.92

CALTRANS PPNO. SENSOR REQUESTS FTA REVIEW EA: _____

ARTERIALS: Length of project (in miles) NA

Signals: No

LOCATION: Describe briefly and attach a vicinity map and a project location map labeled with county/route/project limits.

The project is referred to as the Fairfield Regional Transportation Center and consists of two separate sites. The first site is located at the junction of I-80 and Rockville Road, and the second at the junction of I-80 and Red Top Road (map attached). Both locations are on the north side (a.m. peak) of I-80.

Site #1 will replace and expand an existing change of mode facility located at West Texas and Beck Avenues (opposite side of freeway from proposed site). Existing site is at capacity (200 parking spaces), has limited access for buses (no turnouts or bus bays), no passenger waiting amenities such as shelters or benches and does not connect to any bike trail. The new site will more than triple parking capacity, emphasize bus access as a priority, provide excellent sheltered waiting areas, benches, information displays, bathrooms and other amenities.

Both sites will incorporate the requirements of the ADA including hearing and site impaired communication equipment, tactile strips, information displays in braille, wheelchair ramps at all pedestrian

access points, handicapped accessible bathrooms, etc. In addition, security will be emphasized through on-site parking attendants and video surveillance cameras.

Both sites connect with one or more pedestrian/bike trails. Site #1 is connected to a bike trail which parallels State Route 12 and I-80. Site #1 connects with the "Linear Park" trail system which parallels I-80, and connects Solano College and central Fairfield. The Linear Park trail forms the spine of an extensive network of trails throughout Fairfield and Suisun City.

Site #1 Description: The Rockville Road site is located at the "funneling" point of all westbound morning commute traffic generated from northern Solano County (Fairfield, Suisun City, Vacaville and Dixon). Development will include the purchase of land, installation of approximately 750 parking spaces, a covered passenger waiting area, four to five bus bays, "kiss and ride" area, several bike lockers, parking for van and bus pool vehicles, an information office for passenger assistance, and a transit/commute store for the selling of passes, tickets and other fare instruments for local and regional transit providers. In addition, the site will be the office of the Solano Commuter Information service. Parking will be controlled by an on-site attendant which will also provide security. In addition, security surveillance cameras will be installed to reduce the amount of theft, vandalism and robberies.

Site #2 Description: The Red Top Road site is at the junction of three major highways; Interstate 80 and 680, and State Route 12. Development will include the purchase of approximately five acres of vacant land, installation of 500 parking spaces, a covered passenger waiting area for change of mode operations, three to four bus bays, "kiss and ride" area, and several bike lockers.

Counties/Cities affected/traversed: Both project locations are in Fairfield.

Project begins at (nearest interchange or cross street): Project locations are as described above.

Ends at (nearest interchange or cross street): Project locations are as described above.

DESCRIBE CURRENT FACILITY: Attach cross section diagram, lane diagram and/or ramp configuration, labeled with county/route/project.

Number of lanes (mixed flow/HOV/turning/total):	NA
Width of Shoulders:	NA
Presence of a median:	NA
Parking allowed:	Parking will be allowed at both sites for short and long term use.

Type of facility: Freeway/expressway/arterial (circle one)

CURRENT CONDITIONS (will be confirmed with Caltrans data on state highways)

AVERAGE DAILY TRAFFIC (most recent data available, in 1000's, both directions): 149

Year data collected:	1990
Truck ADT or % trucks, if available:	12,963/8.7%
% of traffic in the peak:	13,200/8.86%
Source of data:	1990 Caltrans Auto and Truck Traffic Volume Books.

LEVEL OF SERVICE: NA

Direction:
Time of day:
Duration of peak:
LOS during the peak
Methods of LOS calculation:

Current average vehicle occupancy rate during the peak hour (if available): 1.13
Source of data: MTC Model

TOTAL NUMBER OF ACCIDENTS IN THE LAST THREE YEARS: If available, data should be shown per million vehicle miles traveled. If not available, indicate number of accidents and time period.

NUMBER OF FATALITIES (over 3 years):
If concerned, total fatalities over 6 years:

PROPOSED PROJECT:

BRIEF DESCRIPTION: Attach schematic drawing of improvements. If interchange, show ramp diagram. If widening, show typical cross section and lane diagram.

Designs for the Regional Transportation Center are not developed at this time.

Number of lanes after improvement (mixed flow/HOV/total): NA
Addition of Shoulders: NA
Addition of medians: NA

Addition or removal of parking: Site #1 will have approximately 750 spaces and Site #2 500 spaces, in addition to the van and bus pool parking.

Type of facility: Freeway/expressway/arterial (circle one)

PROJECT JUSTIFICATION (Attach additional pages if necessary): Discuss the impact this project will have on reducing the duration and extent of recurrent or incident-related congestion, relationship to improving the efficiency of the Metropolitan Transportation System (MTS), the effect on truck traffic or other freight movement, and how many additional person-trips will be accommodated.

Because this project will remove vehicles from the network its impact will be significant to the travel times of truck movements. The I-80/I-680 and State Route 12 interchange is an important truck connector.

TIME NEEDED FOR DELIVERY/IMPLEMENTATION SCHEDULE:

Results from PYPSCAN, if available for state highways. Indicate the duration of each task by using a bar. Key milestones should be highlighted.

IMPLEMENTATION SCHEDULE	FY 91/92	FY 92/93	FY 93/94	FY 94/95
TASK 1: Environmental including Preliminary Engineering		→		
TASK 2: Plans, Specifications, & Estimates		→		
TASK 3: Right-of-way acquisition		→	→	
TASK 4: Advertisement Bid/Award		→		
TASK 5: Construction			→	→

PROJECT STUDY REPORT STATUS (for state highway projects ONLY): Attach a copy (if MTC does not already have).

Approval date: NA

PSR prepared by: NA

STATUS OF ENVIRONMENTAL DOCUMENTATION:

Level of Documentation:
(X) EIR/EIS
( ) Negative Declaration
( ) Categorical Exemption

Document Preparer: City of Fairfield

Approval date by FHWA: Unknown at this time.

Outstanding environmental issues: Draft EIR will identify, and evaluate impact and identify mitigation measures if any are required.

Air Quality analysis status: An air quality analysis has not been completed yet.

TSM/TCM COMPONENTS:

Does the project include HOV lanes?
No.

Can transit be accommodated within this project? If so, how?

The primary function of the project is as a change of mode facility. As such, both local and regional transit services using I-80, I-680 and State Highway 12 will converge at these locations to board, alight and transfer all passenger types between modes. Significant emphasis will be placed upon accommodating quick "ins and outs" for full size transit coaches operated by public and private operators.

Will this project tie-in with existing or proposed TSM measures? If so, how?

The project, by definition, is a TSM. It coordinates all modes and shall act to consolidate the number of total person and vehicle trips on the highway system. This will result in lower vehicle volumes, increase capacity of the highway network and reduce the level of congestion.

Does the project include ramp metering features? NA

Does the ramp configuration include HOV bypasses? NA

Does the affected jurisdiction support ramp metering? NA

Does the project coordinate already existing signals? NA

Does the project improve traffic flow?

Traffic flow is improved through a reduction in the number of single automobile and person trips now on the network.

SYSTEM RELATIONSHIP:
Is the project on the Metropolitan Transportation System (MTS) as defined in MTC's Regional Transportation Plan?

Yes. The project is on I-80, I-680 and State Route 12.

Will this project result in gap closure?

NA

SIGNIFICANT SOCIAL/LAND USE IMPACTS: Discuss connection of job centers to residential areas, promotion of new development in a currently undeveloped area, benefits to already developed areas, impacts on open space, agricultural lands, or wetlands, Bay Conservation and Development Commission (BCDC) review (if applicable) and the displacement of homes or businesses. Detailed analysis is not necessary, but any major issues should be mentioned.

Both sites are located in or adjacent to employment and/or residential areas and will provide convenient access. Site #1 will include the purchase of open space as a buffer to existing agricultural land uses. The buffer will act to prevent future urban development of adjacent agricultural areas. In addition, a seasonal creek forms the eastern boundary of Site #1. The project concept includes enhancements to the riparian zone including improved public access. Improvements to an existing undeveloped pedestrian/bike trail are also proposed.

PUBLIC SUPPORT/CONTROVERSY FOR THE PROJECT, if significant:
Has public notice been given of the intention to pursue this project?

Given the stage of development, at this time public support for the project cannot be quantified. However, the project concept and site locations have been made public and explained via local media (Daily Republic, Vacaville Reporter and KUIC radio) and public meetings (Fairfield City Council).

RELATIONSHIP TO THE CONGESTION MANAGEMENT PROGRAM (CMP):
Is the project included in the CMP Capital Improvement Program?

Yes.

Will LOS or transit standards on the CMP network be improved as a result of this project?

Transit LOS standards will be improved due to better access to transfer facilities and easier transfers between modes. Moving existing intercity bus transfer points off the local street system and to the highway locations, will reduce travel time for intercity (highway) travellers. The cities of Fairfield, Vacaville and Vallejo all operate extensive local and regional transit service either directly or in concert. BARTLink is operated by Vallejo Transit and operates between Fairfield and El Cerrito Del Norte BART, and is funded by Vallejo, Fairfield and Solano County. CITYLINK is operated by Fairfield/Suisun Transit and operates between Fairfield and Davis, and is funded by Fairfield, Vacaville, Dixon and Solano County.

Each of these systems plus the local fixed and paratransit services would serve the project. Other more regional carriers such as Greyhound, Grayline, Travis/Solano Airporter, and other private operators would also service the facility.

CONSISTENCY WITH THE GENERAL PLAN OF THE COUNTY AND/OR CITY or the COUNTY-WIDE TRANSPORTATION PLAN (if applicable):

Site #2 is consistent with the existing general land use and countywide transportation plans. An amendment to the general plan may be required for Site #1.

WILL ADJACENT COUNTIES AND/OR CITIES BE IMPACTED?If so, how? Have they been consulted regarding this project?
Positive impacts will accrue to adjacent counties and cities. Benefit will primarily come from a reduction in the number of vehicle trips on the transportation network. Both sites will "capture" passenger and vehicle trips before they load onto the network. This is especially critical during peak periods when much of the total traffic is exiting/entering the county via the Carquinez and Benicia/Martinez bridges.

SPECIAL CONDITIONS (if any):

PROJECT COSTS AND FINANCING: (Use of Department of Finance Escalation rates is required.)

ESTIMATED TOTAL COST:	**IN 1992$$**	**IN ESC $$**
Preliminary Engineering	$ 988,550	$ 1,163,000
Right of Way	$1,487,500	$ 1,750,000
Construction Engineering	$ 212,500	$ 250,000
Construction	$7,196,950	$ 8,467,000
TOTAL	$9,885,500	$11,630,000

Source of cost estimate: Fairfield/Suisun Transit staff.

Date of cost estimate: March 1992

Year that funds are escalated to: 1995

Does the cost estimate include Traffic Operations System (TOS) hardware? NA

Does the cost estimate include all necessary mitigations, including soundwalls, mitigation during construction (if a major project), and ramp metering? Yes. All project costs are included.

FUNDING SOURCES:

Attach City Council/Board of Supervisors Resolution for local sources. If Sales Tax funds are involved, cite most recent Strategic Plan to demonstrate funding commitment.

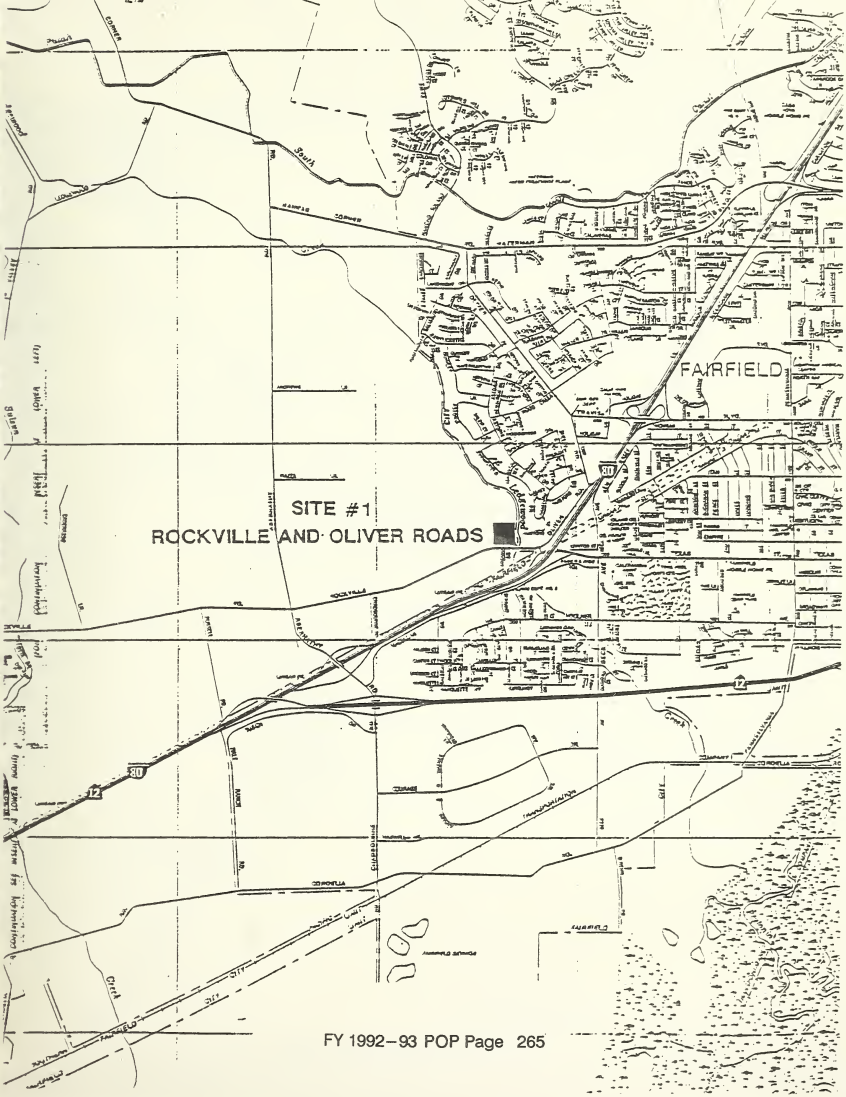
ESTIMATED TOTAL COST:	IN 1992$$	IN ESC $$
CITY	$1,640,500	$ 1,930,000
COUNTY	$ -0-	$ -0-
SALES TAX	$ -0-	$ -0-
PRIVATE (Non-public)	$ -0-	$ -0-
VALUE OF DONATED LAND	$ -0-	$ -0-
OTHER Federal (ISTEA)	$7,700,000	$ 7,700,000
TOTAL STP/CMAQ REQUESTED	$2,000,000	$ 2,000,000
PROJECT TOTAL		$ 11,630,000

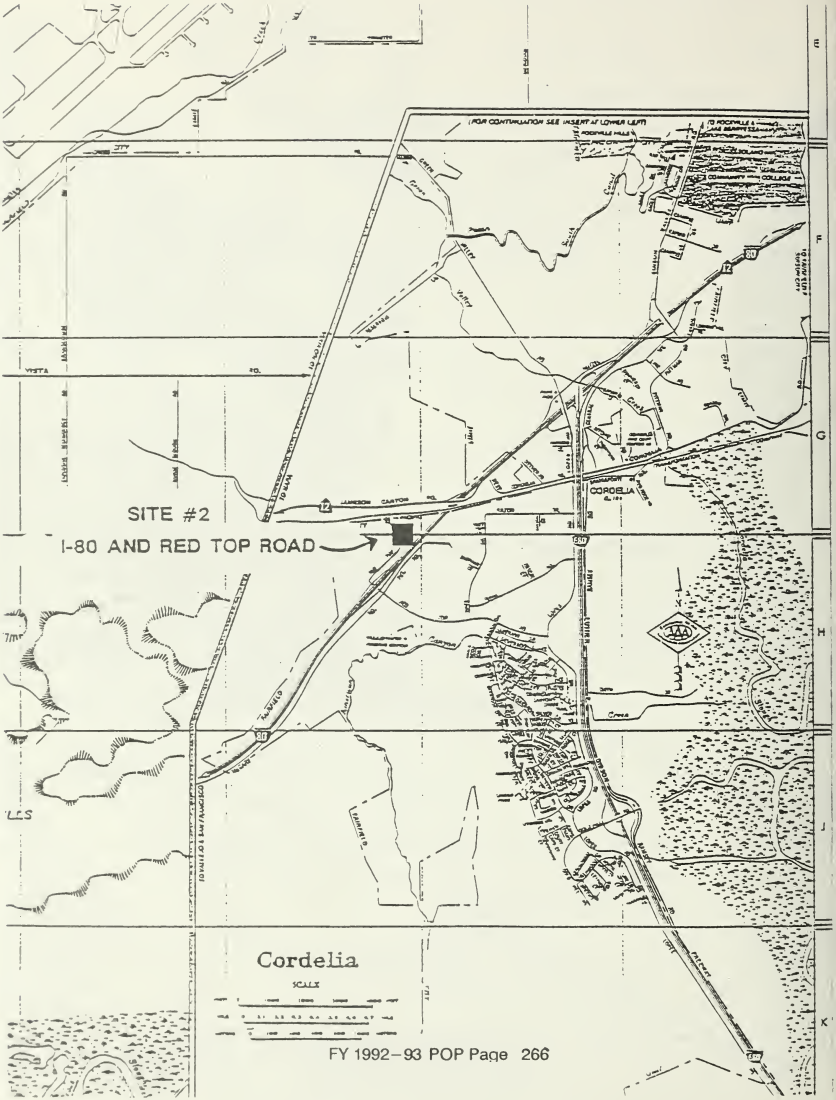
Have you applied for, or do you intend to apply for any other state funds for this project (e.g TSM, State/Local Partnership Program)?

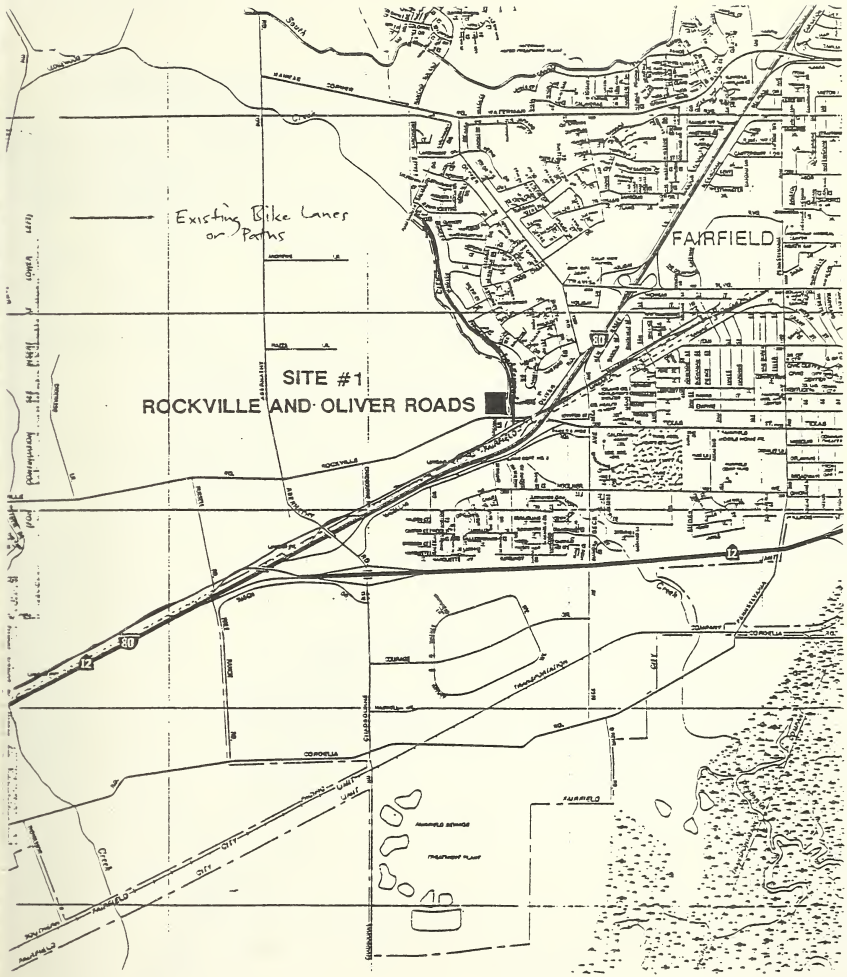
At this time we do not anticipate applying for any other state funds.

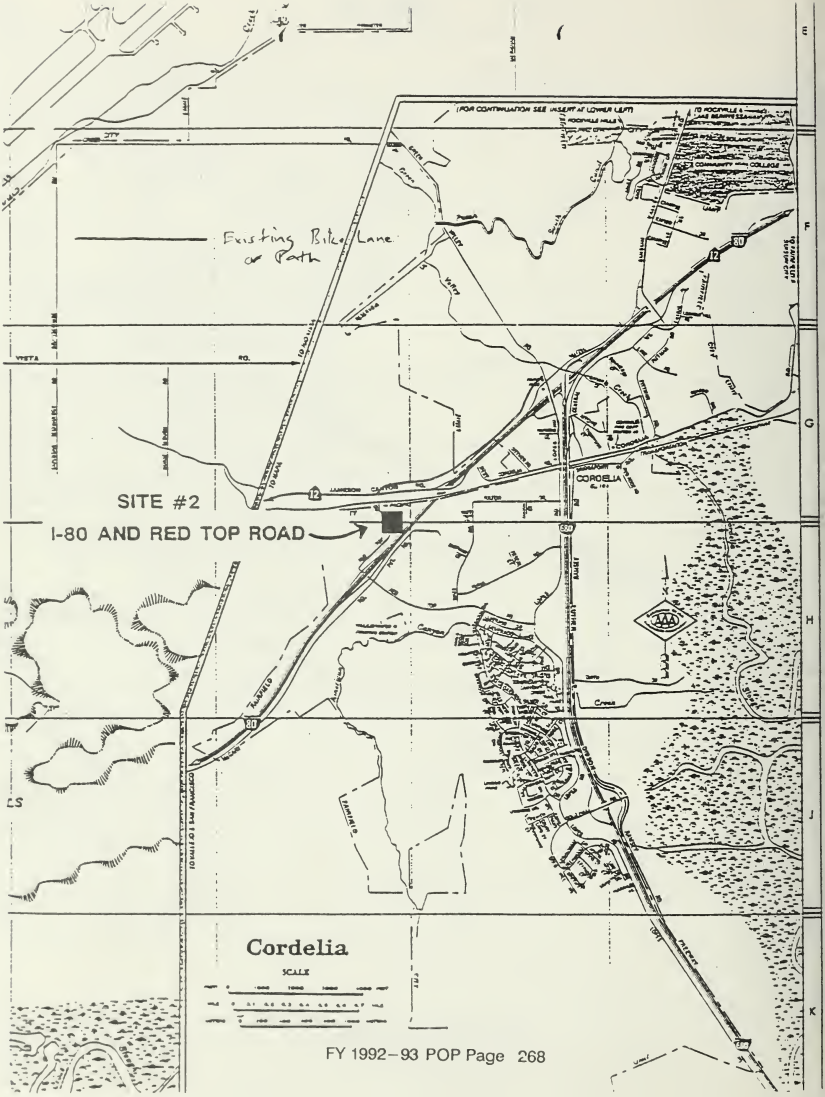
If so, what is the status of that application?

($000'0)	FY 91/92	FY 92/93	FY 93/94	FY 94/95	TOTAL
SURFACE TRANSPORTATION					
PE		200	350	-0-	550
ROW		800	400	-0-	1,200
CON		-0-	250	-0-	250
CONGESTION MITIGATION/AIR QUALITY					
PE					
ROW					
CON					
LOCAL FUNDS (Source: TDA, STA & Redevelopment)					
PE		200	213	-0-	413
ROW		-0-	600	-0-	600
CON		-0-	300	617	917
OTHER (ISTEA)					
PE		-0-	-0-	-0-	-0-
ROW		-0-	-0-	-0-	-0-
CON		-0-	2,500	5,200	7,700
Total	-0-	1,200	4,613	5,817	11,630


FAIRFIELD
SITE #1
ROCKVILLE AND OLIVER ROADS


SITE #2
I-80 AND RED TOP ROAD
CORDELIA
Cordelia
SCALE


Existing Bike Lanes or Paths
FAIRFIELD
SITE #1
ROCKVILLE AND OLIVER ROADS


Existing Bike Lane or Path
SITE #2
I-80 AND RED TOP ROAD
CORDELIA
Cordelia
SCALE

102D CONGRESS
1st Session

HOUSE OF REPRESENTATIVES

REPORT
102-404

INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991

CONFERENCE REPORT

TO ACCOMPANY

H.R. 2950

November 27 (legislative day, NOVEMBER 26), 1991.—Ordered to be printed

★

etary is authorized to
scribed in this subsec-
zed to be appropriated
the Mass Transit Ac-
carry out each such

	Amount in millions
ost bridges	
placement bridge on U.S.	
ake in Delaware, Okaho-	9.7
rm Street Bridge	23.7
uppa Ambridge Bridge of	25.0
sylvania	
of environmental impact	
nformation for Arkansas-	
iver Bridge	0.8
l crossing capacity of the	11.8
associated with the sea-	
he Golden Gate Bridge in	5.9
fornia	
nportant bridge between	18.4
gport, New Jersey	
al and feasibility studies	
n of a bridge or tunnel	
River in the vicinity of an	1.0
ridge	32.1
nonal Bridge	
ridge replacement, Shako-	22.0
placeme rojects: Cooper	14.2
outh C	
y Tunne ridge replace-	13.6
e, Florida	29.6
ge rehabilitation	
Manhattan Bridge Reha-	
Queensboro Bridge—Reha-	
ges, Williamsburg Bridge	
ect, Brooklyn Bridge Re-	74.0
	3.4
of Dodge Island Bridge	

the amount allocated
by subsection (b) shall
2. 18.4 percent of such
each of fiscal years

payable on account of
ent of the cost thereof.
provisions of title 23,
gate responsibility for
is section to the State
upon request of such

which has been dele-
t under this section—
nder this section for

ithout the aid of Fed-
tures and all require-
nsofar as such proce-

dures and requirements limit the State to the construction of projects with the aid of Federal funds previously allocated to it; the Secretary, upon the approval of the application of a State, shall pay to the State the Federal share of the cost of construction of the project when additional funds are allocated for such project under this section.

(g) APPLICABILITY OF TITLE 23.—Funds authorized by this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of title 23, United States Code, except that the Federal share of the cost of any project under this section shall be determined in accordance with this section and such funds shall remain available until expended. Funds authorized by this section shall not be subject to any obligation limitation.

SEC. 1104. CONGESTION RELIEF PROJECTS.

(a) PURPOSE.—The purpose of this section is to improve methods of congestion relief.

(b) AUTHORIZATION OF PROJECTS.—The Secretary is authorized to carry out the congestion relief projects described in this subsection. Subject to subsection (c), there is authorized to be appropriated out of the Highway Trust Fund (other than the Mass Transit Account) for fiscal years 1992 through 1997 to carry out each such project the amount listed for each such project:

	City/State	Congestion relief	Amount in millions
1.	Long Beach, California	Construction of HOV Lanes on I-710	7.4
2.	Philadelphia, Pennsylvania	Project to Construct Bridge-Pratt Terminal as part of an I-95 reconstruction mitigation project	34.5
3.	Davidson-Williamson County, Tennessee	Study and construction of the Davidson-Williamson Bike Path	1.0
4.	East St. Louis, Illinois to St. Louis, Missouri	To conduct a study to determine the feasibility of a bridge between East St. Louis, Illinois and St. Louis, Missouri	1.4
5.	St. Louis, Missouri	Relocation of Lindbergh Boulevard and Interstate 70 at St. Louis Lambert Airport	11.8
6.	District of Columbia	Primary Intermodal System, Washington, D.C.	6.8
7.	Buffalo, New York	Construction of Peace Bridge truck inspection facility	19.5
8.	Nashua, New Hampshire	Nashua River Bridge, Nashua, New Hampshire—Construction of second bridge	1.2
9.	Las Vegas, Nevada	Reconstruct and upgrade I-15/U.S. 95 (Spaghetti Bowl)	45.0
10.	San Diego, California	Construct 1 block of Cut and Cover Tunnel on Rt. 15 in downtown San Diego, California	5.0
11.	Los Angeles, California	To extend I-110 North from its current terminus at I-10 into downtown Los Angeles via Central City West Area in Los Angeles, California	10.1
12.	North Dakota	Design and construct 7.5 mile bypass around Lincoln State Park	1.1
13.	Babylon, New York	Construct turning lanes, sign upgrades, traffic signal interconnections and road repair and resurfacing	2.1
14.	Dixon, California	To improve 2 grade crossings in Dixon, California	1.8
15.	Fairfield, California	To construct 2 park & ride facilities, an information center and transfer hub for I-80 express and local bus service	7.7
16.	St. Louis, Missouri	Feasibility study for interchange improvements for I-255 at Rt. 231, St. Louis, Missouri	0.1

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR FY 93/94
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: SANTA CLARA COUNTY TRANSIT DISTRICT

2. PROJECT NAME: **Vasona Corridor Park and Ride Lot**

3. PROJECT DESCRIPTION: Purchase property and construct an interim 165 space park and ride lot at Vasona Junction

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $4,000,000 SOURCE: STP/CMAQ

7. PROPOSED LOCAL MATCH: 20% SOURCE: Local 1/2 cent Sales Tax

8. TOTAL PROJECT COST: $5,000,000

9. PRIOR UMTA FUNDING: NONE

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS: Approved FEIR

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

___No. ___Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above named projects?

___No. ___Yes: SRTP Page Reference _____
If "yes", how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?

___No. ___Yes: SRTP Page Reference _____
If "yes", have you taken measures to address the impact of these impediments? Reference _____

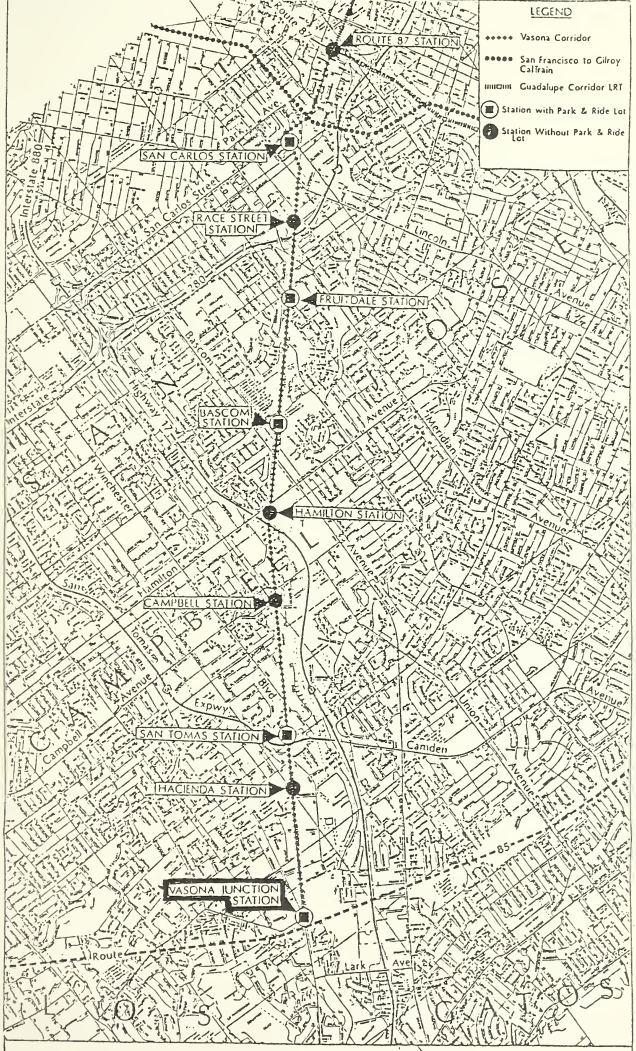
d. Have you received any formal complaints from the private sector regarding this project?

___No. ___Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

When new route 85 opens in 1994, the Transit District will be shifting several Express Bus lines to operate on Route 85. This will preclude the use of current park and ride lots. This program will develop a new interim facility at the intersection of Highway 85 and Winchester (Vasona Junction) to replace the lost lots. Permanent development of the park and ride lot at this location would be constructed by the future Vasona Rail Project.

The Vasona/Highway 17 Corridor Project requires protection of land for right-of-way and station areas. Rapid development in the corridor may preclude further development of the project unless these properties are reserved at an early date. Already one station location has been developed and is no longer available. A Final Environmental Impact Report (FEIR) is complete and a Light Rail alternative has been selected. This estimate is based on FEIR estimates and includes an engineering and administration cost contingency.


LEGEND
Vasona Corridor
San Francisco to Gilroy Calfrain
Guadalupe Corridor LRT
Station with Park & Ride Lot
Station Without Park & Ride Lot
ROUTE 87 STATION
SAN CARLOS STATION
RACE STREET STATION
FRUITDALE STATION
BASCOM STATION
HAMILTON STATION
CAMPBELL STATION
SAN TOMAS STATION
HACIENDA STATION
VASONA JUNCTION STATION
Interstate 880
Interstate 280
Interstate 85
Highway 17
Highway 87
Highway 101
Highway 82
Highway 9
Highway 17
Highway 85
Highway 17
Highway 17
Highway 17

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 1992/93
of MTC's Transit Capital Priorities

1. OPERATOR: GGBHTD

2. PROJECT NAME: San Rafael Transit Center Park and Ride Lot

3. PROJECT DESCRIPTION: Construct a park and ride lot on publically owned land near the San Rafael Transit Center.

4. PROJECT CLASS: Passenger Parking Facilities

5. SRTP PAGE REFERENCE: page 76 TIP PAGE REFERENCE: none

6. PROPOSED FEDERAL FUNDING: $400,000 SOURCE: STP/CMAQ

7. PROPOSED LOCAL MATCH (20%): $100,000 SOURCE: STA,OP, Other Local and State

8. TOTAL PROJECT COST: $500,000

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: (NR)

NEPA STATUS: 23 cfr 771.115(b)
CEQA STATUS: 14 Cal.Admin.Code, Section 15302 class II

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. ___X_ Yes: SRTP Page Reference _pp.31-33___

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

The District, City of San Rafael, and Marin County recently completed work on a new multi-agency bus facility in downtown San Rafael designed to promote transfers between Golden Gate Transit local and regional buses, the regional transit services of Greyhound, local paratransit services of Whistlestop Wheels, airporter buses and taxis. The San Rafael Transit Center is the focal point of public transit service in Central Marin County.

This project would construct about 450 park and ride spaces on about 3 acres of publically controlled land south of Second Street in close proximity to the Center.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
Date: June 1, 1992

Project: SRTC Park and Ride Lot
Operator: GGBHTD

Initial Clearances Required: none

IMPLEMENTATION SCHEDULE:	FY 92 Q1 Q2 Q3 Q4	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4
TASK 1:Grant Approval	O			
TASK 2:Design	*	*		
TASK 3:Bid Specs		* *		
TASK 4:Bid & Award		* O		
TASK 5: Construct			* *	

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 93	FY 94	FY 95	FY 96
UMTA SEC. 9				
UMTA SEC. 3				
OTHER FED.		$400,000		
STATE TP&D				
ARTICLE XIX				
RAIL BONDS				
PCL BONDS				
OTHER STATE				
LOCAL FUNDS		$100,000		
SOURCE: STA				
OP				
TOTAL FUNDS		$500,000		

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR FY 92/93
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: SANTA CLARA COUNTY TRANSIT DISTRICT

2. PROJECT NAME: **Transit Center Program**

3. PROJECT DESCRIPTION: The proposed project would construct a multi-modal transit center at the CalTrain Station in the City of Santa Clara

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $560,000 SOURCE: STP/CMAQ

7. PROPOSED LOCAL MATCH: 20% SOURCE: Local 1/2 cent Sales Tax

8. TOTAL PROJECT COST: $700,000

9. PRIOR UMTA FUNDING: NONE

10. ENVIRONMENTAL DOCUMENT AND STATUS:

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

___No. ___Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above named projects?

___No. ___Yes: SRTP Page Reference _____
If "yes", how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?

___No. ___Yes: SRTP Page Reference _____
If "yes", have you taken measures to address the impact of these impediments? Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

___No. ___Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

The Santa Clara CalTrain Station is a multi-modal transit cacility with limited improvements. The facility will require extensive capital improvements to accommodate the planned service by 10 (2 express and 8 local) bus routes and the estimated daily activity of 2,000 passengers.

Presently, the station facilitates four local bus routes on site. with the planned expansion of the CalTrain service and refocusing of the bus transer connections from the congested downtown, and the Santa clara CalTrain Transit Center is envisioned to become the main future transportation center in the City of Santa Clara.

The new facility will be provided with sawtooth bus bays, lighted and covered waiting areas, passenger amenities and landscaping improvements. The proposed project will improve the station's bus capacity amd operations; facilitate more convenient passenger transfers; and provide more functionally superior and comfortable facility.

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY93
of MTC's Transit Capital Priorities

1. OPERATOR: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2. PROJECT NAME: HAYWARD STATION TRANSIT CENTER (HAYWARD.PJW)

3. PROJECT DESCRIPTION: Develop a permanent intermodal transit center for improved bus operations, safety and patron comfort and convenience.

4. PROJECT CLASS: 21 (Transit Center)

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 913,600 SOURCE: STP or CMAQ

7. PROPOSED LOCAL MATCH: $ 228,400 SOURCE: Bridge Tolls

8. TOTAL PROJECT COST: $ 1,142,000

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: Cat. Exclusion: 23 CFR 771.117 (c)(18)
CEQA STATUS: Cat. Exempt: 15301 Existing Facilities Class I

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No _____ Yes

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No _____ Yes* *(will be competitively bi ')*

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No _____ Yes

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No _____ Yes

12. ADDITIONAL PLANNING JUSTIFICATION:

The existing station access facilities at Hayward Station are inadequate to comfortably support current levels of service and patronage, and will be a major limitation on future growth in use of the station. BART will soon begin construction of a patron parking garage to accommodate growth in this mode of station access, but bus handling facilities are inadequate and no funding is currently available to correct that situation.

The Hayward BART station is a major intermodal transfer center that is served by 15 AC Transit routes, 1 BART Express route, and 1 SamTrans transbay bus route. AC Transit and BART have implemented a successful timed-transfer program at this station, however, further progress has been stymied by the wholly inadequate facilities. Circulation is extremely congested, unsafe, and confusing. Bus patrons must walk long distances to transfer from bus to bus or from bus to BART, since buses must park linearly along the station access roads rather than being concentrated together.

This project would separate bus and auto access to improve general circulation, as well as improved street circulation in the vicinity of the station. In addition, kiss/ride and bus bays would be separated, improving flow for both modes. A sawtooth design for bus bays will provide independent berthing for all buses. Covered wait and walk areas would be provided at the bus access points along with high-level lighting and improved signage and transit information. Additional elements added to achieve compliance with ADA regulations include accessible station circulation routes, text telephones, and public address systems for the hearing disabled.

The Negative Declaration approved for this project in August 1990 determined that it would result in increased Bus-to-BART transfers which, in turn, would generally improve regional mobility. It should also be noted that street traffic in the vicinity of the station operates at LOS D and F during peak hours.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: April 17, 1992

Project: Hayward Station Transit Center
Operator: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

IMPLEMENTATION SCHEDULE:	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
Design	==			
Bid/Award	=====			
Construction	=====	====		

EXPENDITURE PLAN (000$):	FY 94	FY 95	FY	FY
STP or CMAQ	731	182		
BRIDGE TOLLS	183	46		
TOTAL FUNDS	914	228		

PROJECT JUSTIFICATION WORKSHEET
FOR PROJECTS SUBMITTED FOR FY 93/94
OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: CALTRAIN JOINT POWERS BOARD

2. PROJECT NAME: Locomotive

3. PROJECT DESCRIPTION: Acquire new push-pull locomotives for the CalTrain Peninusla Service

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $6,637,500 SOURCE: CMAQ

7. PROPOSED LOCAL MATCH: (20%) $862,500 SOURCE: Prop. 116

8. TOTAL PROJECT COST: $7,500,000

9. PRIOR UMTA FUNDING: NONE

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development of this project, as set forth by your adopted policy?

___No. ___Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct or otherwise provide all or part of the above named projects?

___No. ___Yes: SRTP Page Reference _____
If "yes", how were these proposals evaluated? Reference _____

c. Are there impediments affecting your ability to contract for the above named project?

___No. ___Yes: SRTP Page Reference _____
If "yes", have you taken measures to address the impact of these impediments? Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

___No. ___Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

Additional locomotives are needed to implement service level commitment of 66 trains/day, including 8 trains to Gilroy.

July 21, 1992

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92 - 93
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: Transit Centers Development

3. PROJECT DESCRIPTION: Transit Center Improvements-
El Cerrito Plaza BART

4. PROJECT CLASS: (6) Passenger Stations

5. SRTP PAGE REFERENCE: 137 - 145 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 268,000 FTA CMAQ

7. PROPOSED LOCAL MATCH:(20%) $ 67,000 TSM/BRIDGE TOLLS

8. TOTAL PROJECT COST: $ 335,000

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: Request to be submitted for approval as CE under 23 CFR 771.117 (d) (10)
CEQA STATUS: Negative Declaration to be Filed

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference Appendix E*

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: July 21, 1992
Project: Transit Center Improvement--El Cerrito Plaza BART
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 1992-93
Clearances Required: Board Approval; City Permits, if Applicable

IMPLEMENTATION SCHEDULE:	FY 1993-94 Q1 Q2 Q3 Q4	FY 1994-95 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Environmental	XXXXXX				
TASK 2: Prelim. Engineering	XXXXXX				
TASK 3: Final Design		XXXXX			
TASK 4: Construction		XXXXXXX			
TASK 5:					
TASK 6:					
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 1993-94	FY 1994-95	FY	FY	FY
FTA SEC. 9 FTA SEC. 3 OTHER FED	268,000				
LOCAL FUNDS SOURCE: TSM/ BRIDGE TOLLS	67,000				
TOTAL FUNDS	335,000				

July 21, 1992

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92 - 93
of MTC's Transit Capital Priorities

1. OPERATOR: Alameda-Contra Costa Transit District

2. PROJECT NAME: Transit Centers Development

3. PROJECT DESCRIPTION: Transit Center Improvements-
Eastmont
Newpark Mall

4. PROJECT CLASS: (6) Passenger Stations

5. SRTP PAGE REFERENCE: 137 - 145 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 1,706,400 FTA CMAQ

7. PROPOSED LOCAL MATCH: (25%) $ 568,800 TSM/Bridge Tolls

8. TOTAL PROJECT COST: $ 2,275,200

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: Request to be submitted for approval as CE under 23 CFR 771.117 (d) (10)
CEQA STATUS: Negative Declaration to be Filed

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference Appendix E*

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named projects?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: July 21, 1992
Project: Transit Center Improvement--Eastmont Mall
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 92-93
Clearances Required: Board Approval; City Permits, if Applicable

IMPLEMENTATION SCHEDULE:	FY 1992-93 Q1 Q2 Q3 Q4	FY 1993-94 Q1 Q2 Q3 Q4	FY 1994-95 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1: Environmental	XXXXXX				
TASK 2:Prelim. Engineering	XXX	XX			
TASK 3:Final Design		XXXXX			
TASK 4: Construction		XXXXX	XXXXXX		
TASK 5:					
TASK 6:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 1992-93	FY 1993-94	FY 1994-95	FY	FY
FTA SEC. 9 FTA SEC. 3 OTHER FED		1,050,000			
LOCAL FUNDS SOURCE: TSM/ BRIDGE TOLLS		350,000			
TOTAL FUNDS		1,400,000			

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: July 21, 1992
Project: Transit Center Improvement--Newpark Mall
Operator: ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
Beginning: FY 92-93
Clearances Required: Board Approval; City Permits, if Applicable

IMPLEMENTATION SCHEDULE:	FY 1992-93 Q1 Q2 Q3 Q4	FY 1993-94 Q1 Q2 Q3 Q4	FY 1994-95 Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4	FY Q1 Q2 Q3 Q4
TASK 1:Site Acquisition	XXXXX				
TASK 2: Environmental	XXX	XX			
TASK 3:Prelim. Engineering		XXXXX			
TASK 4:Final Design		XXXX			
TASK 5: Construction		XXXXX	XXXXXX		
TASK 6:					
TASK 7:					

O: Clearances and Approvals

EXPENDITURE PLAN (000$):	FY 1992-93	FY 1993-94	FY 1994-95	FY	FY
FTA SEC. 9					
FTA SEC. 3					
OTHER FED		656,400			
LOCAL FUNDS SOURCE: TSM/ BRIDGE TOLLS		218,800			
TOTAL FUNDS		875,200			

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed?
Reference _____)

12. PLANNING JUSTIFICATION:

Private Sector

*The Private Sector will be invited to comment on the above projects at a public hearing held each year in conjunction with other regional transit operators and coordinated by the Metropolitan Transportation Commission. This public hearing is not referenced in our SRTP. Notification of this hearing is via newspaper ads and through a mailing to private sector providers.

The AC Transit Comprehensive Service Plan (CSP) converts the primarily radial system into a multi-destinational route network. If AC Transit is to increase transit usage and improve its productivity, it is essential that it reflect the multi-destinational nature of today's travel demand.

Since it is impossible to run direct service from everywhere to everywhere else, an effective multi-destinational network must rely on making transferring convenient. In a system based on timed transfers, a passenger can reach efficient route network with minimal overlap.

To make transferring fast and convenient, the District must be able to bring many buses together at certain key points. These needs require the development of transit centers. A transit center is a facility designed to:

- o allow several buses from different routes to be present at once, so that patrons can transfer without waiting.
- o allow buses to arrive and depart independently (without blocking one another).
- o Provide a safe, pleasant and convenient environment for transferring between buses.
- o Provide other amenities for passengers and drivers.

Besides facilitating bus-to-bus transfers, the transit centers may also accommodate bus-to-rail and auto-to-bus-to-rail transfers. Transit centers are strategically located where several routes naturally converge resulting in high transfer activity. These centers will often be near major activity centers generating a significant number of walk-in passengers. Also, most BART stations in the AC Transit service area will be transit centers to facilitate both regional and local travel.

(REVISED: July 21, 1992)

In urban areas, such as Oakland and Berkeley, the convenience of transferring is largely ensured by the high frequency of most of the routes. Even though a transit center is not the primary transfer location as it is in the timed transfer network, there are strategic locations where several routes naturally converge creating a high level of transfer activity and necessitating a facility to safely accommodate the buses and provide for a safe and comfortable environment for the passenger.

In suburban areas, however, most service cannot be justified with headways of less than 30 minutes. Here, convenient transfers can be assured only with transit centers. Transit Centers are therefore critical to the success of the Comprehensive Service Plan.

1. General Design Considerations

Most transit centers will be designed with "sawtooth" bays so that buses can pull in and out independently without blocking each other. Each center must have enough bays for all the scheduled buses to be present at once, with some to spare. Locations for cars to pick up and drop off passengers will be isolated from the bus area, to improve the flow of both cars and buses.

2. Locations

Most of the suburban route structure cannot be implemented until there are at least minimal transit center facilities in place, since these sites must accommodate a number of converging buses and allow passengers to transfer safely and conveniently. Tables 1 and 2 list the transit centers according to priority, indicating which should be completed before restructuring.

The District's service area has been divided into four geographical sub-areas for phased implementation of the restructured route network.

The Western Contra Costa sub-area (Table 2, Group 1) includes timed transfer locations at El Cerrito del Norte BART and Contra Costa College and thus are first priority. Improvements to these sites should be complete before restructuring routes. Improvements to the other transit centers which will not have timed transfer locations (Richmond BART, Hilltop Mall Transit Center, El Cerrito Plaza BART) are second priority.

The Oakland-Berkeley-Alameda core area (Table 2, Group 2) includes only one timed transfer location, Montclair transit Center. However, Fruitvale BART and Eastmont Mall Transit Center will also need to be finished before restructuring routes, since they cannot now accommodate the level of bus and transfer activity envisioned. Second priority transit centers to be developed later include West Oakland BART, Coliseum BART, and Southshore Shopping Center.

(REVISED: July 21, 1992)

The Hayward-San Leandro area (Table 2, Group 3) includes five timed transfer locations: San Leandro BART, Bay Fair BART, Hayward BART, Chabot College Transit Center, and South Hayward BART. Improvements at these sites should be complete before restructuring routes, though it is possible that South Hayward BART could function on an interim basis without major physical changes.

Finally, the Fremont-Newark area (Table 2, Group 4) includes timed transfer locations at Union City BART, Fremont BART, and the new Irvington and Newark Transit Centers. (Irvington Transit Center will be the site of the future Irvington BART station.) Improvements at these sites should also be complete before restructuring, though it is possible that Newark Transit Center could function on an interim basis without major physical changes. Newpark Mall will also be a transit center under the plan, but without timed transfers.

3. Schedule and Funding

The following subsections detail the funding and design schedule for the transit centers and specifies the division of responsibility in joint projects with other agencies.

FY 1988-89 SECTION 3 SUBMITTED PROJECTS

The first transit centers planned for construction are El Cerrito del Norte BART and San Leandro BART.

These projects were originally programmed in the FY 1991-92 Section 9 Capital Program. Instead, they were resubmitted (along with Hayward BART Transit Center) for funding under the FY 1988-89 Section 3 Suburban Mobility Program to take a full advantage of this special one-time grant opportunity. Funding has been approved for El Cerrito del Norte BART and San Leandro BART Transit Centers. The Hayward BART Transit Center has been put back into the FY 1991-92 Section 9 Capital Program.

These transit centers are planned for development as joint multi-modal projects under BART application. The conceptual design for these projects was completed by AC Transit. However, BART will be the lead agency and assume complete project management responsibilities, including environmental clearance, engineering, and construction in conjunction with the BART parking expansion projects.

FY 1990-91 SECTION 9 PROGRAMMED PROJECT

The Regional Program of Projects (POP), approved by the Metropolitan Transportation Commission (MTC) on September 26, 1990, was based on expected Federal apportionments. As a result of the actual total apportionments being higher than that expected, the FY 1990-91 Section 9 POP and the annual element of the FY 1991-97 Transit Capital Priorities for the San Francisco/Oakland urban area was revised by

MTC. Due to the increased apportionments, the Contra Costa Transit Center project was made a part of the FY 1990-91 Section 9 POP. The Transit center proposed for Contra Costa College will serve as a key facility in the implementation of the timed transfer network in Western Contra Costa. The transit center will be developed in close coordination with property owners, neighboring communities, and with the Contra Costa Community College District.

FY 1991-92 SECTION 9 PROGRAMMED PROJECTS

Bayfair BART Transit Center, originally programmed in the FY 1991-92 Section 9 Capital Program and reprogrammed for the FY 1992-93 Section 3 Capital Program has now been funded by State Cypress Mitigation Funds received by BART in FY 1992. The Contra Costa College Transit Center was also originally programmed as a FY 1991-92 Section 9 Capital Program but was reprogrammed to the FY 1990-91 Regional Program of Projects submitted to UMTA by MTC in September, 1990.

The noted shifts leave Chabot College Transit Center in the Section 9 Capital Program plus the Hayward BART and Fruitvale Station projects. Conceptual designs have been completed for all sites.

Fruitvale BART Station project is planned for development as a joint multi-modal project for which BART will take the lead, since the project is in conjunction with BART's parking expansion project at the same location. The project would therefore be funded under BART's Section 9 Capital Program. The Hayward BART Station project is also planned for development as a joint multi-modal project and will also be funded under BART's Section 9 Capital Program.

The Chabot College Transit Center, a timed transfer transit center in the vicinity of Chabot College in Hayward, will be developed in close cooperation with the property owner. The conceptual designs are completed for the three sites.

FY 1992-93 PROPOSED PROJECTS

FY 1992-93 projects proposed for the Federal Transportation Administration's (FTA) Surface Transportation Program (STP)/Congestion Mitigation and Air Quality (CMAQ), and Section 9 funding are Montclair, Eastmont Mall, Newpark Mall, Fremont BART, and Richmond BART transit centers. The Bayfair BART transit center was originally programmed for FY 92-93, but BART received Cypress Mitigation Funds in FY 1991-92 for this multi-modal timed transfer center project to help mitigate the loss of the Cypress Freeway structure during the Loma Prieta Earthquake.

The Montclair transit center would serve as a key facility in the implementation of timed transfer network in Oakland area. The transit center will be developed in close coordination with property owners, and neighboring communities.

The Eastmont Mall transit center in Oakland would accommodate the

consolidation of expanded bus and transfer activities at an off-street site affording a safer and more convenient operation. The conceptual plans are completed.

Newpark Mall is a major shopping center located in the fast growing community of Fremont. New residential and industrial developments are appearing on the fringes of Fremont and Newark, creating new transit demand in this area. Improved routes will provide better local circulation, with many passengers transferring at this point.

The Fremont BART Transit Center will be a bus-only area with curbside stops and island platforms. The compact design allows for efficient bus-to-bus and bus-to-train transfers. The facility will accommodate seven Santa Clara County Transit buses, in addition to twelve AC Transit routes. The concept plan removes approximately 100 BART parking stalls. Replacement of these stalls is included as part of the project.

Richmond BART already functions as a transit center, as much of the service in the area radiates from this station. This pattern will continue and expand under the CSP, with extensive service from the station to all parts of Richmond. This station is also a major stop on the Bay Area-Sacramento train service, and will be a stop for the Del Norte BART to San Rafael bus service that will be implemented in the near future.

FY 1993-94 PROPOSED PROJECTS

The FY 1993-94 project proposed for the FTA STP funding is the El Cerrito Plaza BART transit Center.

As a shopping center, El Cerrito Plaza is a major transit destination in Western Contra County. El Cerrito Plaza BART will be one of two transit centers located in El Cerrito. Van routes will emanate from El Cerrito Plaza to serve hill areas of El Cerrito and Kensington. The transit center will also be served by local lines from Berkeley and a major trunk line, the 72-San Pablo Avenue with limited service from Oakland.

FY 1994-95 PROPOSED PROJECTS

The FY 1994-95 proposed projects are South Hayward, and Hilltop Mall transit centers.

South Hayward is one of five timed transfer locations in the Hayward area, and is one of the major activity centers on the east end of the city.

Hilltop Mall is a major regional shopping center and a major transit destination in itself. It will be served by the area's busiest trunk route and several new routes which will serve the growing demand for trips between residential northern and eastern Richmond and employment centers in western Richmond.

(REVISED: July 21, 1992)

AC TRANSIT - TRANSIT CENTERS DEVELOPMENT

FY 1995-96 PROPOSED PROJECTS

The FY 1995-96 proposed projects are Coliseum BART, Union City BART, and Newark Transit Centers.

Coliseum BART is one of the major destinations in the District's core service area of Oakland/Berkeley/Alameda/Albany/Emeryville, as well as the main transfer point for trips to Oakland Airport. The expansion of crosstown service under the CSP will increase the level of service to this station, and increase the passenger transfer activity that occurs there. The station may also be a stop on the proposed Bay Area-Sacramento train service.

The conceptual layout for Union City BART Station places the buses closest to the BART station entrance along the front curb and on three islands. The plan provides a compact bus berth area to minimize bus-to-bus and bus-to-train transfers. Kiss and ride will use the fourth island. The additional bus stalls will remove approximately 120 BART parking spaces, replacement of which is proposed as part of this project.

The Newark Transit Center will serve one of the fastest growing communities in the Bay Area. This will be a timed transfer facility for those routes which are designed to provide better local circulation in the activity centers of Newark and southern Fremont.

FY 1996-97 PROPOSED PROJECTS

The FY 1996-97 proposed projects are West Oakland BART, Southshore, and Yerba Buena Transit Centers.

West Oakland BART will be a key transit center in the District's core service area of Oakland/Berkeley/Alameda/Albany/Emeryville. It is also a station on the Bay Area-Sacramento train service.

Southshore Shopping Center is a major destination in the core service area, and will be served by several major routes from Alameda and Oakland.

Over the years the District has received numerous complaints from patrons regarding the deterioration of the Yerba Buena facility and increased incidents of crime. Yerba Buena is located at 40th and San Pablo Avenues. This is one of AC Transit's major transfer points for connection with transbay lines and other locations. The facility is surrounded by legal gambling casinos and night clubs. Many of our homeless also frequent this area. Patrons, particularly women are frequently approached for money or with lewd conversation. AC Transit owns only a small strip of land (right of way). Security and convenience modifications for this area will be analyzed as a result of the District's Comprehensive Service Plan (CSP) to determine the best way to remedy present conditions.

Several of the possible alternatives are:

1. Improve present site,

2. Expand present site by procuring adjoining parcel and rebuild, or

3. Select an alternative location.

This project has been shifted to FY 1994-95 of the Transit Capital Priorities Program as the District believes it is important to determine the impact the CSP will have on the needs of the Yerba Buena Transfer point.

Rising construction costs and the strong possibility that this project will require the purchase of additional land, either at the present site or at an alternative site, further support this funding request.

FY 1997-98 PROPOSED PROJECTS

The FY 1997-98 proposed project is the Irvington transit Center.

The Irvington Transit Center is scheduled for operation prior to the construction of the proposed BART station. The plan therefore proposes an interim transit center on largely vacant BART-owned land east of Osgood Road, which will eventually be a BART parking lot. The conceptual designs for the proposed projects are complete.

TABLE-1

COMPREHENSIVE SERVICE PLAN
TRANSIT CENTERS

	BART STATIONS	Estimated Number of Bus Bays Required for Each Facility	Priority[1]
1.	Richmond	10	2
2.	El Cerrito/Del Norte	13	1[2]
3.	El Cerrito Plaza	9	2
4.	Oakland West	6	2
5.	Fruitvale	12	1[2]
6.	Coliseum	10	2
7.	San Leandro	12	1
8.	Bayfair	18	1
9.	Hayward	17	1[2]
10.	South Hayward	9	2
11.	Union City	16	1
12.	Fremont	19	1
13.	Irvington	9	1
	OTHER TRANSIT CENTERS		
1.	Hilltop Mall	10	2
2.	Contra Costa College	14	1[2]
3.	Chabot College	12	1
4.	Southshore Shopping Center	4	2
5.	Montclair	11	1[3]
6.	Eastmont Mall	7	1[3]
7.	Newark	8	2
8.	Newpark Mall	7	2

---

[1] Priority I transit centers are those which should be completed prior to the implementation of restructured service, and will require interim facilities until the permanent facility is built.

[2] Interim facility is built.

[3] Poor on-street stop locations discourage transferring and probably any growth at these sites. New facilities will need to be constructed for optimum operation.

TABLE-2

COMPREHENSIVE SERVICE PLAN
TRANSIT CENTER
GEOGRAPHICAL PROJECT GROUPINGS

	PRIORITY I SITES	PRIORITY II SITES
Group #1	El Cerrito del Norte BART Contra Costa College	Hilltop Mall Richmond BART El Cerrito Plaza BART
Group #2	Fruitvale BART Montclair Eastmont Mall	Oakland West BART Coliseum BART Southshore Shopping Center
Group #3	San Leandro BART Bayfair BART Hayward BART Chabot College	South Hayward BART Station
Group #4	Union City BART Fremont BART Irvington BART	Newark Newpark Mall

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 1992/93
of MTC's Transit Capital Priorities

1. OPERATOR: GGBHTTD

2. PROJECT NAME: Larkspur Ferry Terminal - Landside Access Improvements - Design Phase

3. PROJECT DESCRIPTION: Design improved bus and auto access roadways, improve internal bus circulation and loading areas, and expanded park and ride lot capacity.

4. PROJECT CLASS: Passenger Stations, Passenger Parking Facilities

5. SRTP PAGE REFERENCE: 108,109 TIP PAGE REFERENCE: none

6. PROPOSED FEDERAL FUNDING (80%): $200,000 SOURCE: STP/CMAQ

7. PROPOSED LOCAL MATCH (20%): $50,000 SOURCE: PCL BONDS

8. TOTAL PROJECT COST: $250,000 for design phase

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: EIR/S for future construction phase

NEPA STATUS: 23 CFR 77.115 (4)
CEQA STATUS: 14 Cal.Admin.Code Section 15303

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. __X__ Yes: SRTP Page Reference _pp. 32,33___

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these

impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

This project would overcome two barriers to future growth of Larkspur ferry ridership by: (1) improving traffic and pedestrian circulation around and within the ferry terminal, with emphasis on transit preferential treatment; and (2) expanding the park and ride lot at the terminal.

The Larkspur ferry terminal is located near the intersection of the two most heavily used highways in Marin County: U.S. 101 and Sir Francis Drake Blvd. During the afternoon commute hours this intersection operates at LOS E and F. The roadway system linking the ferry terminal with U.S. 101 and Sir Francis Drake Blvd. becomes saturated with cars and shuttle buses leaving the terminal parking lot after the arrival of a ferry. This traffic congestion can add 15 minutes to the 45 minute ferry crossing travel time. Feeder bus service reliability is affected as buses are caught in traffic congestion to and from the terminal. These landside traffic problems reduce the attractiveness of the ferry commute. In FY 1992/93, the City of Larkspur will construct minor modifications to the intersection of East Sir Francis Drake Blvd. and Larkspur Landing Circle which will alleviate existing traffic congestion at the Larkspur Ferry Terminal exit. This intersection capacity improvement is not expected to acommodate future ferry patronage growth.

About 80 percent of ferry riders arrive at the ferry terminal by private vehicles and park and ride. The terminal parking lot was reconstructed in 1989 to make more efficient use of the parking area. At District expense, 255 more parking spaces were created bringing the capacity of the lot to 1143 vehicles. After the October 1989 earthquake, ferry patronage surged. All available parking was utilized. This event illustrated the need to expand the parking area to accomodate additional demand for park and ride facilities.

The District has participated in the development of a Regional Ferry Plan which addresses the improvement of existing ferry services as well as the need for new services. This plan provides additional justification for landside improvements at the Larkspur ferry terminal necessary for the recommnded expansion of Larkspur ferry services.

The District requests funds in FY 1992/93 to design access improvements, coordinating with the City of Larkspur. With the cooperation of the City, and securement of additional funds in FY 1993/94, construction would follow in FY 1995/96.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Larkspur Ferry Terminal - Design Access Improvements
Operator: GGBHTD
Date: January 14, 1992
Initial Clearances Required: EIR/S for construction phase

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4
TASK 1: Design	* *	*		
TASK 2: EIR		* * *		
TASK 3: Permit & Approvals			* * O	
TASK 4: Inter-Agency Agrmts			* * O	
TASK 5: Bid & Award			*	O
TASK 6: Construct				* * * *

EXPENDITURE PLAN (000$):	FY 93	FY 94	FY 95	FY 96
UMTA SEC. 9				
UMTA SEC. 3				
FAU/FAI				
OTHER FED.	$200,000			
STATE TP&D				
ARTICLE XIX				
PROP 108 BOND				
PROP 116 BOND	$50,000			
FCR				
STAT/LCL PART				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL FUNDS				
SPECIFY:				
TOTAL FUNDS	$250,000			

METROPOLITAN TRANSPORTATION COMMISSION
1993 FEDERAL TIP
HIGHWAY/ARTERIAL PROJECT APPLICATION
(Fill out one form for each project)

DATE: May 21, 1992

PREPARED BY: Lynnie Melena, Senior Urban Planner

AGENCY: City of Mountain View
PHONE: (415) 903-6466

PROJECT SPONSOR:

Sponsoring Agency: City of Mountain View

Implementing Agency: CalTrans/Peninsula Commute Service Joint Powers Agency
Operating Agency: Peninsula Commute Service Joint Powers Agency

PROJECT LOCATION:

RAIL CORRIDOR: CalTrain Corridor
COUNTY—ROUTE:
STATE HIGHWAYS: Post Mile Back: _____ Post Mile Ahead: _____
CALTRANS PPNO. _____ EA: _____

ARTERIALS: Length of project (in miles): _____N/A

Signals: Yes/No How many? Coordinated currently? Yes/No

LOCATION: Describe briefly and attach a vicinity map and a project location map labeled with county/route/project limits.

This project is an element in a new CalTrain station. The new station will be located near the interchange of Central Expressway and San Antonio Road in Mountain View. Vehicular access will be via Showers Drive.

Counties/Cities affected/traversed:

The proposed new station is near the border of Mountain View and Palo Alto although it is entirely within Mountain View.

Project begins at (nearest interchange or cross street): N.A.

Ends at (nearest interchange or cross street): N.A.

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

Nothing on this page is applicable to the proposed project.

DESCRIBE CURRENT FACILITY: Attach cross-section diagram, lane diagram and/or ramp configuration, labeled with county/route/project.

Number of lanes (mixed flow/HOV/turning/total):
Width of shoulders:
Presence of a median:
Parking allowed:
Type of facility: freeway/expressway/arterial (circle one)

CURRENT CONDITIONS: (will be confirmed with Caltrans data on State highways)

AVERAGE DAILY TRAFFIC (most recent data available, in thousands, both directions):

Not Applicable for this project

Year data collected:
Truck ADT or % trucks, if available:
% of traffic in the peak:
Source of data:

LEVEL OF SERVICE: Not Applicable for this project

Direction:

Time of day:

Duration of peak:

LOS during the peak:

Method of LOS calculation:

Current average vehicle occupancy rate during the peak hour (if available):

Source of data:

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

TOTAL NUMBER OF ACCIDENTS IN THE LAST THREE YEARS: If available, data should be shown per million vehicle miles traveled. If not available, indicate number of accidents and time period. **Not applicable.**

NUMBER OF FATALITIES (over 3 years): **Not applicable.**
If concerned, total fatalities over 6 years:
Source of data:

PROPOSED PROJECT:

BRIEF DESCRIPTION: Attach schematic drawing of improvements. If interchange, show ramp diagram. If widening, show typical cross-section and lane diagram.

The proposed project consists of providing and installing six passenger shelters and up to 20 bicycle lockers at the San Antonio Caltrain Station. The shelters would be placed on the platforms, and the bicycle lockers would be placed either adjacent to the platforms or as near as possible given the constraints of the existing right-of-way.

Caltrans has received federal (Urban Mass Transit Administration) funding and is currently designing the new CalTrain station. This station will replace the existing Castro Station near Rengstorff Avenue 0.8 mile to the east. The federally funded project consists of realigning the existing CalTrain tracks, constructing two new 600-foot platforms and providing for safe pedestrian access. The federal grant does not include money for shelters or for bicycle lockers. However, pads for six future shelters are being designed into the project and locations for bicycle lockers are being studied, should funding become available.

Auto parking is to be provided by a private developer that will be developing a high density residential project consisting of about 720 units on 18 acres of land next to the this train station. This residential development will provide for integration of transit facilities, including Caltrain rail, bus service and the provision of transit user parking within the private development. The City is prepared to provide interim auto parking if the private development does not proceed in a timely manner.

This project for providing passenger shelters and bicycle lockers at the San Antonio Train Station has the support of the Caltrans/Caltrain staff.

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

Number of lanes after improvement (mixed flow/HOV/total): N/A

Addition of shoulders: N/A

Addition of medians: N/A

Addition or removal of parking: N/A

Type of facility: freeway/expressway/arterial (circle one) N/A

PROJECT JUSTIFICATION (attach additional pages if necessary): Discuss the impact this project will have on reducing the duration and extent of recurrent or incident-related congestion, relationship to improving the efficiency of the Metropolitan Transportation System (MTS), the effect on truck traffic or other freight movement, and how many additional person-trips will be accommodated.

CONGESTION REDUCTION: 1985, Caltrans conducted a study, "Evaluation of Station Closure, Creation, Relocation or Development" that led to the decision to close the Castro station (at Rengstorff Avenue) and open a new station at San Antonio Road. The study estimated that "relocating the station, providing parking, and significantly improving peak period service (as is currently planned for CalTrain) would increase ridership by an estimated tenfold over existing conditions" (which was 50 boardings per day at the Castro station in the early 1980s).

By contributing to increased train ridership, the station relocation will help reduce congestion in the Peninsula north/south highway corridors and improve the efficiency of the Metropolitan Transportation System. The new station would have a commuter shed of about 40,000 residents including western Mountain View, southeastern Palo Alto, and Los Altos via direct access on San Antonio Road. In addition, an estimated 20,000 employees would be served, including those at the Hewlett-Packard facility just north across the railroad tracks and Central Expressway, and the San Antonio Shopping Center to the south. The City of Mountain View has approved a high density housing project on the adjacent Old Mill site. This project will also provide the parking for the station.

FREIGHT MOVEMENT: No effect on roadway or rail freight movement.

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

PERSON TRIPS: In 1990, there were about 220 daily boardings at the Castro Station. Assuming that the number of boardings will increase to 500 after station relocation (10 times the 50 in the early 1980s), there will be an additional 280 person-trips, which translates to about 560 additional person-trips.

JUSTIFICATION OF SHELTERS AND BIKE LOCKERS: Shelters are needed to protect passengers from the elements while waiting for trains. They will provide comfort and convenience—which are two elements essential to attracting riders away from autos to rail transit. Without the shelters, the only protection will come from the San Antonio Road overcrossing which is at the western end of the platform. This overcrossing is about 28 feet above grade and is a poor substitute for a shelter. Bicycle lockers are needed for those bicycling to the station. The availability of secure bicycle parking is a recognized incentive to bicycling. The City of Mountain View has constructed a bicycle/pedestrian undercrossing at the new station location to encourage bicycling.

TIME NEEDED FOR DELIVERY/IMPLEMENTATION SCHEDULE:

Results from PYPSCAN, if available for State highways.
Indicate the duration of each task by using a bar. Key milestones should be highlighted.

IMPLEMENTATION SCHEDULE	FY 1991-92	FY 1992-93	FY 1993-94	FY 1994-95
TASK 1: Environmental—Including Preliminary Engineering		June 1992 for station, which would include platform, locker locations.		
TASK 2: Plans, Specifications and Estimates			February 1993	
TASK 3: Right-of-Way Acquisition	Not applicable			
TASK 4: Advertisement/Bid/Award			April 1993	

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

TASK 5: Construction			July 1993	

PROJECT STUDY REPORT STATUS (for State highway projects ONLY):
Attach a copy (if MTC does not already have). **Not Applicable**
Approval date:
PSR prepared by:

STATUS OF ENVIRONMENTAL DOCUMENTATION:

Level of documentation:
( ) EIR/EIS
( ) Negative Declaration
(X) Categorical Exemption **(For station relocation)**

Document preparer: **Caltrans District 4**

Approval date by UMTA: **June 26, 1984**

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

Outstanding environmental issues: None

Air Quality analysis status: N/A

TSM/TCM COMPONENTS: Not applicable to this project.

Does the project include HOV lanes?

Can transit be accommodated within this project? If so, how?

Will this project tie in with existing or proposed TSM measures? If so, how?

Does the project include ramp metering features?

Does the ramp configuration include HOV bypasses?

Does the affected jurisdiction support ramp metering?

Does the project coordinate already existing signals?

Does the project improve traffic flow?

SYSTEM RELATIONSHIP:

Is the project on the Metropolitan Transportation System (MTS) as defined in MTC's Regional Transportation Plan?

Yes. The CalTrain line is a transit corridor on the Metropolitan Transportation System.

Will this project result in gap closure?

Relocation of the CalTrain station to San Antonio Road improves the spacing of stations.

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

SIGNIFICANT SOCIAL/LAND USE IMPACTS: Discuss connection of job centers to residential areas, promotion of new development in a currently undeveloped area, benefits to already developed areas, impacts on open space, agricultural lands or wetlands, Bay Conservation and Development Commission (BCDC) review (if applicable) and the displacement of homes or businesses. Detailed analysis is not necessary, but any major issues should be mentioned.

There are no significant or local land use issues relevant to the shelters or the bicycle lockers. However, the station relocation is closely tied to the redevelopment of the now vacant Old Mill specialty shopping center with up to 720 units of higher density housing.

PUBLIC SUPPORT/CONTROVERSY FOR THE PROJECT, if significant:
Has public notice been given of the intention to pursue this project?

There has been periodic newspaper coverage of the station relocation. In addition, property owners within 300 feet of the Old Mill project have received legal notice of the residential development project, which includes the 200 parking spaces for the station. Bicyclists have periodically urged the City to make sure there is bicycle parking when the station opens. There has been no public notice concerning the shelters. Users probably expect shelters to be provided and will strongly lobby for them when the station opens.

RELATIONSHIP TO THE CONGESTION MANAGEMENT PROGRAM (CMP):
Is the project included in the CMP Capital Improvement Program?

The CalTrain upgrade is in the Congestion Management Program, but the program is not at a level of detail that station shelters and bike lockers would be cited.

Will LOS or transit standards on the CMP network be improved as a result of this project?

The CMP transit standards do not address station facilities.

CONSISTENCY WITH THE GENERAL PLAN OF THE COUNTY AND/OR CITY or the COUNTY-WIDE TRANSPORTATION PLAN (if applicable):

The new San Antonio train station is consistent with the Draft Mountain View General Plan which is currently (May/June 1992) being reviewed by the Mountain View Environmental Planning Commission (Circulation Chapter, Figure 5, p. 63).

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

The shelters would implement Circulation Action 20.a: "Ensure attractive, well-lighted comfortable, and protected waiting areas for bus and train passengers." The bicycle lockers would implement Circulation Action 17.d "Work with appropriate agencies to provide adequate bicycle and pedestrian facilities at train stations."

WILL ADJACENT COUNTIES AND/OR CITIES BE IMPACTED? If so, how? Have they been consulted regarding this project?

The relocation of the train station will have positive impacts on adjacent cities. It will provide more convenient service to south Palo Alto and to northern Los Altos. Palo Alto has participated in planning for the station. Parking for the station, and associated traffic, will be entirely within Mountain View.

SPECIAL CONDITIONS (if any): NONE

PROJECT COSTS AND FINANCING (Use of Department of Finance Escalation Rates is required.) There will be no appreciable engineering costs associated with the shelters, which are a standard CalTrain design, or the bike lockers.

ESTIMATED TOTAL COST:	In 1992 $$	In Esc. $$
Preliminary Engineering		
Right-of-Way		
Construction Engineering		
Construction	$180,000	189,000
TOTAL	$180,000	189,000

Source of cost estimate: Caltrans Rail Management Services estimates six shelters will cost $165,000 ($27,500 each) and 20 bike lockers will cost $15,000 ($750 each)

Date of cost estimate:

Year that funds are escalated to:

Does the cost estimate include Traffic Operations System (TOS) hardware?

Does the cost estimate include all necessary mitigations, including sound walls, mitigation during construction (if a major project) and ramp metering? Not applicable.

County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

FUNDING SOURCES:

Attach City Council/Board of Supervisors Resolution for local sources. If Sales Tax funds are involved, cite most recent Strategic Plan to demonstrate funding commitment.

	1992 $$	Esc. $$
City	$ 36,000	37,800
County	$	
Sales Tax	$	
Private (Nonpublic)	$	
Value of Donated Land	$	
Other _____	$	
TOTAL STP/CMAQ REQUESTED	$ 144,000	151,200

Have you applied for, or do you intend to apply for any other State funds for this project (e.g., TSM, State/Local Partnership Program)?

If so, what is the status of that application?

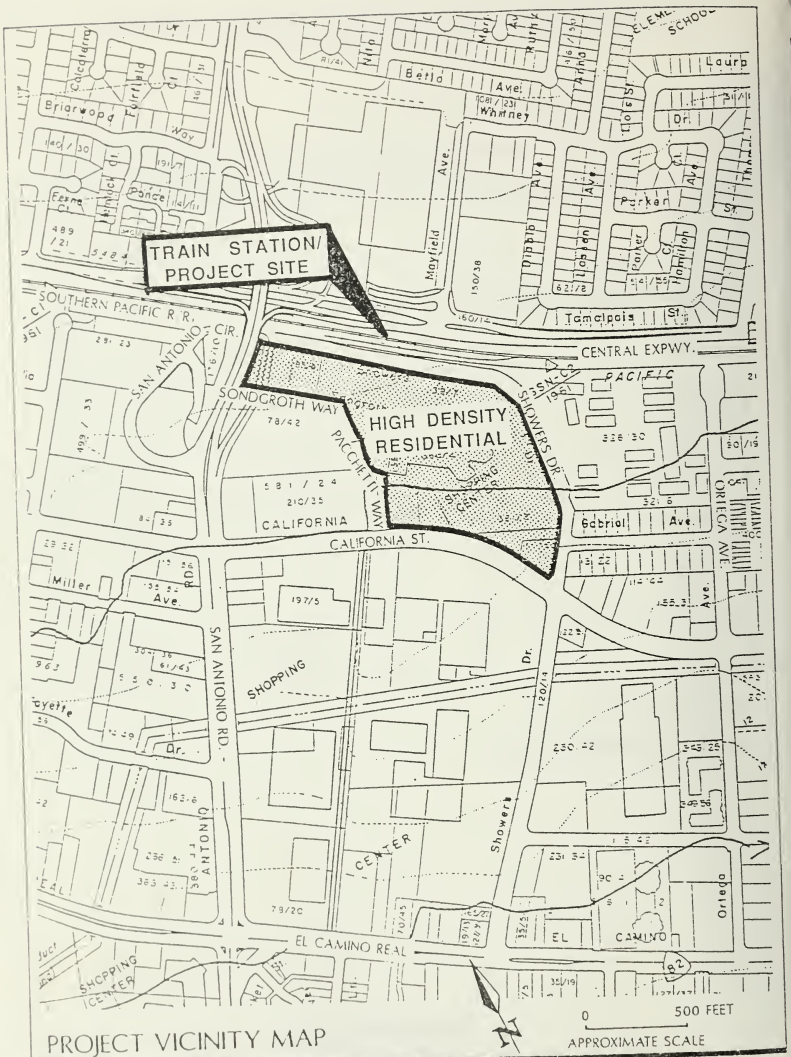
County/Project Identifier: San Antonio CalTrain Station Passenger Shelters and Bike Lockers

EXPENDITURE PLAN: *USE ESCALATED DOLLARS*

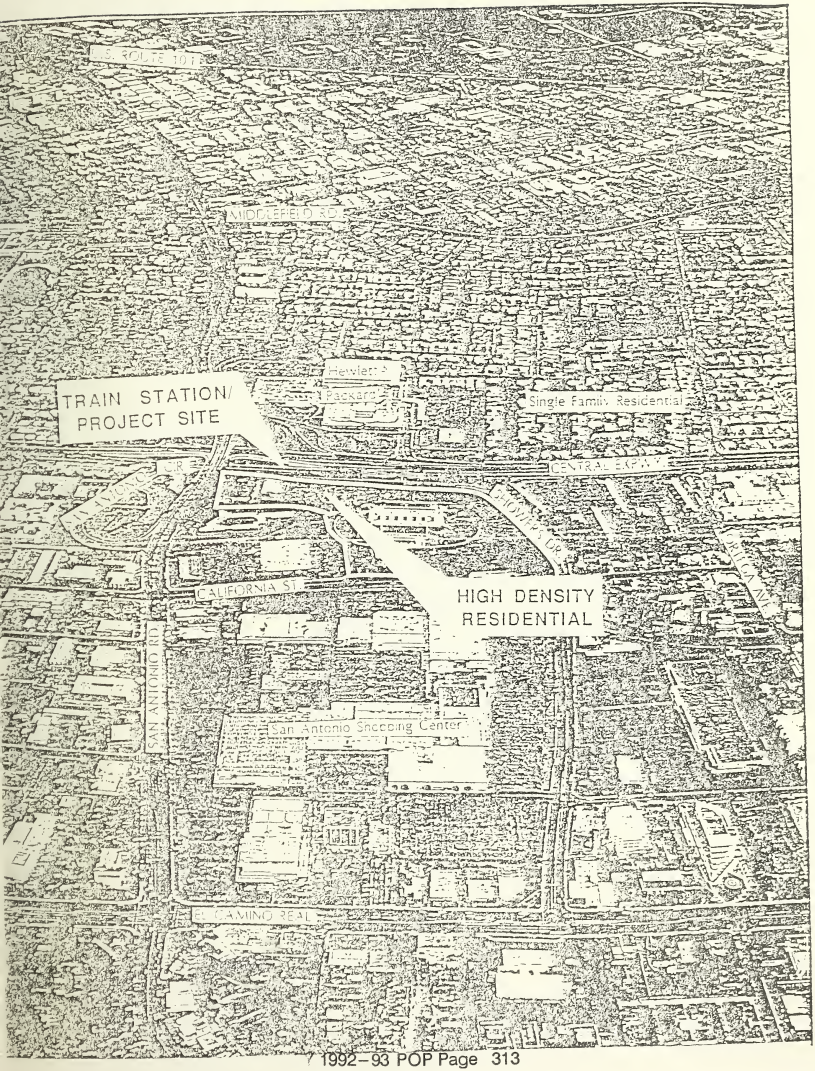
($000s)	FY 1991-92	FY 1992-93	FY 1993-94	FY 1994-95	TOTAL
Surface Transportation PE ROW CON			 $152,200		 $152,200
Congestion Mitigation/Air Quality PE ROW CON					
Local Funds (*Source:* _____) PE ROW CON			 $37,800		 $37,800
Other (_____) PE ROW CON					
TOTAL			$189,000		$189,000

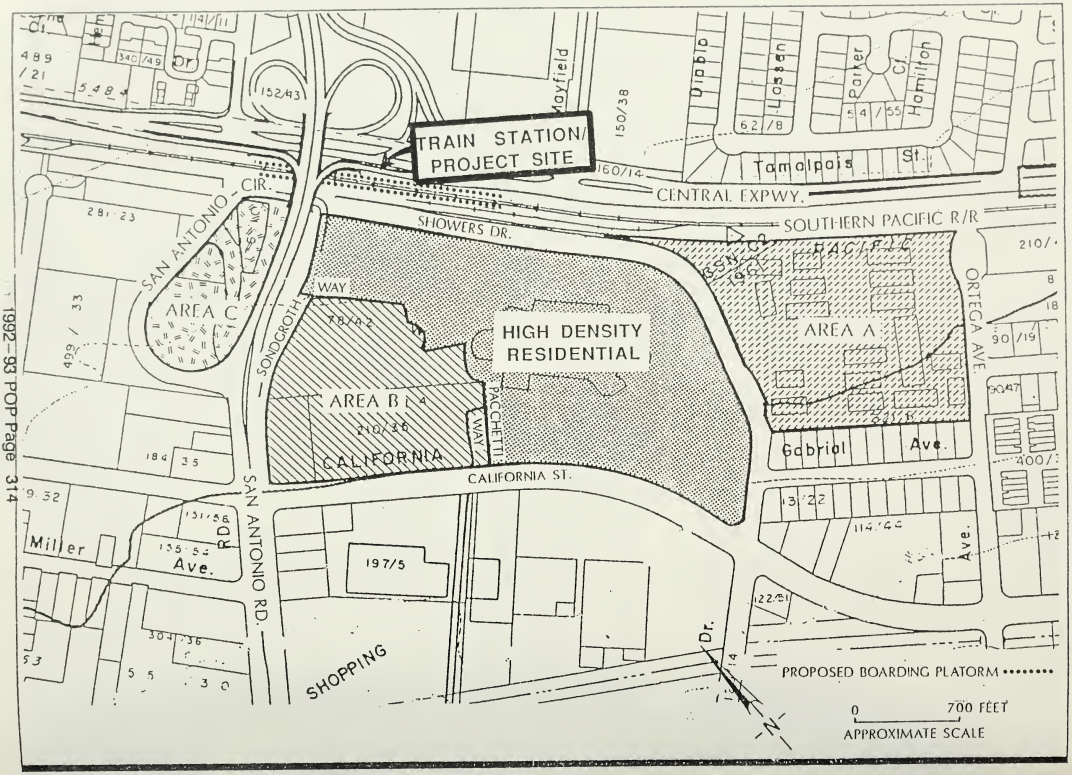
5% escalation factor

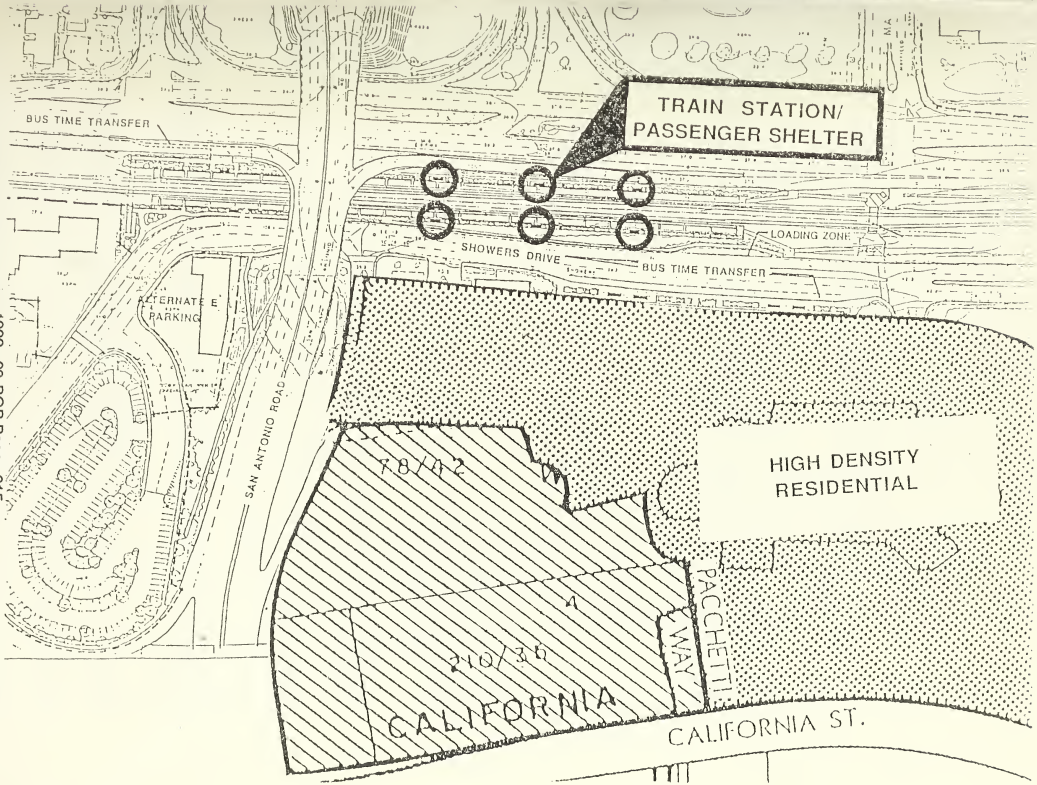
ADDITIONAL INFORMATION:



PROJECT VICINITY MAP


TRAIN STATION/
PROJECT SITE
Single Family Residential
HIGH DENSITY
RESIDENTIAL
CALIFORNIA
San Antonio Shopping Center
EL CAMINO REAL


TRAIN STATION/
PROJECT SITE
HIGH DENSITY
RESIDENTIAL
AREA A
AREA B
AREA C
CENTRAL EXPWY.
SOUTHERN PACIFIC R/R
SHOWERS DR.
SAN ANTONIO CIR.
SONDGROTH WAY
PACCHETTI WAY
CALIFORNIA
CALIFORNIA ST.
SAN ANTONIO RD.
ORTEGA AVE.
Gabriel Ave.
Tamalpais St.
Mayfield
Quebio
Lassen
Parker Ct.
Hamilton
Miller Ave.
SHOPPING
PROPOSED BOARDING PLATFORM
0 700 FEET
APPROXIMATE SCALE
N


TRAIN STATION/
PASSENGER SHELTER
BUS TIME TRANSFER
SHOWERS DRIVE
BUS TIME TRANSFER
LOADING ZONE
ALTERNATE PARKING
SAN ANTONIO ROAD
HIGH DENSITY
RESIDENTIAL
78/42
4
210/30
CALIFORNIA
PACCHETTI
WAY
CALIFORNIA ST.

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY____
of MTC's Transit Capital Priorities

1. OPERATOR: Santa Rosa CityBus

2. PROJECT NAME: East Santa Rosa Transit Station Feasibility Study

3. PROJECT DESCRIPTION: Study to identify and evaluate sites for a transit transfer station in east Santa Rosa; serves Santa Rosa CityBus and Sonoma County Transit.

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: 6-9 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $80,000 SOURCE: STP/CMAQ

7. PROPOSED LOCAL MATCH (20%): $20,000 SOURCE: STA/TDA

8. TOTAL PROJECT COST: $100,000

9. PRIOR UMTA FUNDING: Ø

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS:
CEQA STATUS: N/A

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. _____ Yes: SRTP Page Reference _____

N/A

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)
Study to be conducted by private sector under contract to the City.

c. Are there impediments affecting your ability to contract for the above named project?

__XX__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__xx__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

The study will explore potential sites for a transit transfer facility in east Santa Rosa east of Brookwood Avenue. Currently, Montgomery Village shopping center is utilized as a major transfer point for both Santa Rosa and Sonoma County Transit. The Transfer point for Santa Rosa is located on Sonoma Avenue. Four routes converge at this transfer point. Sonoma County Transit stops on Montgomery Drive, approximately one block away.

The bus stops are located within the travel lanes on Sonoma Avenue and Montgomery Drive. No bus turnouts are provided. In addition, pedestrian circulation between the inbound and outbound buses on Sonoma Avenue is difficult due to the need for passengers to traverse the busy Sonoma Avenue at a mid-block pedestrian crossing.

Development of a new transfer facility in east Santa Rosa will provide passengers with a more convenient and safe place to transfer between Santa Rosa and Sonoma County Transit and within the Santa Rosa system.

This study will evaluate sites in terms of costs for land acquisition (if any), necessary improvements, capacity of the site, and accessibility by both CityBus and Sonoma County Transit. The study does not include design of the facility.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: East Santa Rosa Transit Station Feasibility Study
Operator: Santa Rosa CityBus
Date: May 29, 1992

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4
TASK 1: Sign grant agreement	——			
TASK 2: Issue RFP and select consultant	——			
TASK 3: Conduct study		——		

EXPENDITURE PLAN (000S):	FY 92/93	FY 93/94	FY 94/95	FY 95/96
UMTA SEC.9				
UMTA SEC.3				
FAU/FAI				
OTHER FEDERAL				
STA/CMAQ	$80,000			
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL (specify: STA/TDA	$20,000			
TOTAL FUNDS	$100,000 0	0	0	0

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 92/93
of MTC's Transit Capital Priorities

1. OPERATOR: Santa Rosa CityBus

2. PROJECT NAME: West Santa Rosa Transit Station Feasibility Study

3. PROJECT DESCRIPTION:
Study to identify and evaluate sites for transit transfer station west of Hwy. 101; serves Santa Rosa CityBus, Sonoma County Transit, and possibly Golden Gate Transit

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: 6-9 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $80,000 SOURCE: STP/CMAQ

7. PROPOSED LOCAL MATCH (20%): $20,000 SOURCE: STA/TDA

8. TOTAL PROJECT COST: $100,000

9. PRIOR UMTA FUNDING:

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: N/A
CEQA STATUS: N/A

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

_____ No. _____ Yes: SRTP Page Reference _____

N/A

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No. _____ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)
Study to be conducted by private sector under contract to the City.

c. Are there impediments affecting your ability to contract for the above named project?

___X___ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

This study will explore potential sites for one or more transit transfer facilities in west Santa Rosa in the area bounded by Hwy. 101, Northpoint Parkway, Stony Point Road/Marlow Road, and Guerneville Road.

The Coddingtown Regional Shopping Center is served by Santa Rosa CityBus (two routes) and Sonoma County Transit (two routes). The existing transfer facility accommodates only two buses at one time and is at capacity. Continued growth in this area of Santa Rosa will result in the need for additional use of this facility.

Currently all CityBus routes begin and end at the Transit Mall in downtown Santa Rosa. As the City has grown and bus patronage increased it has become increasingly difficult to maintain CityBus service focused on only one transfer point. The running time has increased to the point that the buses are frequently behind schedule. Travel patterns are changing with north-south trips becoming more frequent, so that having to travel downtown to make a transfer to complete a trip has become a disincentive to bus riders.

Development of one or more transfer facilities on the west side of Santa Rosa will enable CityBuses to provide more direct service between the rapidly growing residential areas and the employement and activity centers that have developed on the west side. It will relieve the capacity pressure at the downtown Transit Mall since all routes will not have to come downtown.

The transfer center will provide a more convenient connection for west side residents to and between CityBus and to Sonoma County Transit.

This study will identify possible sites for a transfer station. It will evaluate those sites in terms of costs for land acquisition (if any), necessary improvements, capacity of the site, and accessibility by both CityBus and Sonoma County Transit. The study does not include design of the facility.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: West Santa Rosa Transfer Station Feasibility Study
Operator: Santa Rosa CityBus
Date: May 29, 1992

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4
TASK 1: Sign grant agreement	X			
TASK 2: Issue RFP and select consultant	——	X		
TASK 3: Conduct study	—	—— X		

EXPENDITURE PLAN (000S):	FY 92/93	FY 93/94	FY 94/95	FY 95/96
UMTA SEC.9				
UMTA SEC.3				
FAU/FAI				
OTHER FEDERAL				
STP/CMAQ	$80,000			
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL (specify: STA/TDA	$20,000			
TOTAL FUNDS	$100,000 0	0	0	0

PROJECT JUSTIFICATION WORKSHEET

FOR PROJECTS SUBMITTED FOR THE ANNUAL ELEMENT OF MTC'S TRANSIT CAPITAL PRIORITIES

1. OPERATOR: San Francisco Municipal Railway

2. PROJECT NAME: Metro East, LRV Facility and Illinois Street Bridge

3. PROJECT DESCRIPTION: The development of a new storage and maintenance facility to accommodate additional LRVs, with long-term expansion potential. The project will be developed in several phases -- project planning and conceptual design (PE), detailed design (FE), advanced construction activities including site acquistion and long-lead material purchases, and construction. The project includes off-site mitigation, early relocation of the SP tracks from the Metro East site. The tracks serve the Port of San Francisco and would be replaced with a bridge over Islais Creek at Illinois Street.

4. PROJECT CLASS: (9) Vehicle Maintenance Shops and Garage

5. SRTP PAGE REFERENCE: pp. TBD TIP PAGE REFERENCE: TBD

	East Pre-construction	
6. PROPOSED FEDERAL FUNDING:	$3,600,000 Metro (80%) Federal STP $9,700,000 Illinois St. Bridge	
7. PROPOSED STATE FUNDING:	None	None
8. PROPOSED LOCAL FUNDING:	$1,800,000	
9. TOTAL FY93 PROJECT COST:	$4,490,000 $17,790,000	

10. PRIOR FUNDING: Planning was funded with prior year Federal Section 9 funds (CA-90-X069), Port of San Francisco funds, and TIDF resources. Prior year FAU funds have been requested to continue Preliminary Engineering (Conception Engineering).

11. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: NEPA STATUS: Categorical Exclusion pursuant to 23 CFR 771.117(d)(11). CEQA STATUS: Statutory Exclusion pursuant to the State EIR Guidelines.

12. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (CIRCULAR 7005.1): Please complete for Annual Element Projects only:

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    _____ No. __X__ Yes: SRTP Page Reference Chapter TBD pp. TBD

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    __X__ No. _____ Yes: SRTP Page Reference _____

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No. _____ Yes: SRTP Page Reference _____

If "Yes," how have these been addressed?

Reference _____

13. ADDITIONAL PLANNING JUSTIFICATION:

The San Francisco Municipal Railway operates five high capacity surface/subway light rail transit lines between the outer residential areas and the City's downtown retail and commercial districts. The Muni Metro mile system currently carries about 135,000 daily riders. The Muni Metro system including the new extensions are elements of the regional MTS. The maintenance activities which will be housed at Metro East are required to avoid the well known reliability and overcrowding problems that the system routinely experiences. The heavy duty cycle of the Metro cars contributes to system breakdowns and loss of service reducing the capacity of the entire Metro operation. Metro functions both as a trunkline within the City and as a distribuition network for the regional carriers that serve the Market Street hub.

The proposed expansions of Muni's light rail and historic streetcar fleets due to service extensions and increased ridership will require an additional storage and maintenance facility able to service 90 LRVs by the early 1990s. The extension of Muni Metro through Mission Bay will necessitate vehicle layover capability in that area as well.

Maintenance of the existing fleet cannot be fully accommodated at the Green Center which is near its design storage capacity now. Based on that and planned extensions, a new rail maintenance and storage facility must be designed and built. The Metro East facility will also function as a second operating division for the Muni Metro/streetcar rail system. The possibility exists of relocating Muni's central administrative offices to this site (the scope and funds for those central offices are not included in this project).

The Mission Bay planning process has been completed. It specifically looked at ways to plan, design, and locate a rail maintenance and storage facility addressing both near term and long term needs. The Mission Bay comprehensive planning was very integrated -- it looked at transportation, seaport, land use, and other infrastructure needs.

The Mission Bay site between 16th and Mariposa Streets will serve Muni very well with a minimum of non-revenue trackage. The site is currently zoned for industrial use. The adjacent industrial uses include other transportation facilities e.g. the JPB/Caltrain/SP Main Line tracks and the Southern Embarcadero Freeway (I-280). The Mission Bay site has adjacent undeveloped street rights-of-way. These street areas are not required for traffic operation and thus could be abandoned and transfered to Muni for historic value.

METRO EAST AND ILLINOIS STREET BRIDGE IMPLEMENTATION SCHEDULE

	FY93 and FY94 METRO EAST TASKS	BEGIN	COMPLETE
o	Consultant Selection and Award	January, 1990	June, 1991
o	Conceptual Engineering	July, 1991	October, 1992
o	Site Acquisition Studies	May, 1988	October, 1992
o	CEQA/NEPA Environmental Analysis	August, 1988	September, 1993
o	Completion of 60% Engineering /1/	November, 1992	January, 1994
o	Site Acquisition Negotiations	October, 1992	September, 1993
o	Site Clean-up and Purchase /2/	October, 1993	January, 1995

	FY93 and FY94 RAIL BRIDGE TASKS	BEGIN	COMPLETE
o	Consultant Selection and Award	January, 1990	June, 1991
o	Conceptual Engineering /1/	August, 1992	February, 1993
o	Detailed Design	March, 1993	January, 1994
o	Bid Call, Opening and Award /2/	January, 1994	April, 1994
o	Construction Activities	April, 1994	March, 1996

/1/ Assumes LONP for Flexible federal funds

/2/ Assumes capital fund availability

METROPOLITAN TRANSPORTATION COMMISSION
1993 FEDERAL TIP
HIGHWAY/ARTERIAL PROJECT APPLICATION

DATE: May 21, 1992
PREPARED BY: Joe R. Wyman, AICP
AGENCY: Port of San Francisco
PHONE; (415) 274-0352

PROJECT SPONSOR:

Sponsoring Agency: Port of San Francisco
Implementing Agency: Port of San Francisco
Operating Agency: Port of San Francisco

PROJECT LOCATION:

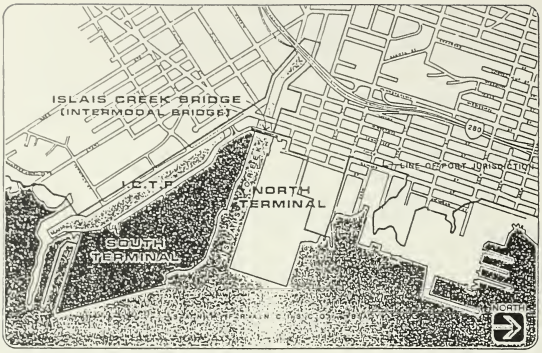
County-Route: San Francisco; Parallels 3rd Street N/S Route
State Highways: Post Mile Back: Post Mile Ahead:
CALTRANS PPNO. _____ EA: _____
Arterial: Length of project (in miles) 500 Linear Feet
Signals: No How many ? Coordinated currently No.

Location: N/S Extension of Illinois Street across the Islais Creek Channel
Counties/Cities affected/traversed: San Francisco County
Project begins at: North side of Islais Creek within Illinois Street ROW; approximately 150 feet south of Army St.
Ends at: South side of Islais Creek on Port property; Rail extension will connect to the Intermodal Container Transfer Facility.

DESCRIBE CURRENT FACILITY:

Number of Lanes: Extension of one set of train tracks and two truck lanes across Islais Creek .
Type of facility: Bridge across Islais Creek to provide rail tracks and truck lanes accross creek.

CURRENT CONDITIONS: Bridge does not exist at this time. Cuurent truck traffic between the two container terminals must move acrross an existing 3rd Street Bridge. Rail traffic into the northern container terminal must move north along the main CalTrain rail lines (through two tunnels -- #1 and 2) out across the freight weir (@ 16th and Mariposa -- future location of the MUNI Metro East Yard) into the



SAN FRANCISCO CONTAINER TERMINAL (S.F.C.T.)

project location

switching mechanisms along Illinois Street. Trains then move south along Illinois Street into the North Terminal.

Rail traffic into the southern container terminal must move north along the Cal Train main lines (through two tunnels -- #3 and 4), out along the Qunit Street rail lead, and east across 3rd Street (bleow the 3rd Street Bridge) into the ICTF and then into the Port's southern container terminal.

AVERAGE DAILY TRAFFIC:

Train Movements per year: 475; Average # of cars per train: 20
Year Data Collected: 1991-2
Source of Data: Southern Pacific/Port of San Francisco

LEVEL OF SERVICE:

Direction:	North/South
Time of Day:	Off-peak
Duration of Peak:	N/A
LOS During Peak:	N/A
Method of LOS Calculation:	N/A
Occupancy Rate during peak:	N/A
Source of Data:	Southern Pacific/Port of San Francisco

TOTAL NUMBER OF ACCIDENTS IN THE LAST THREE YEARS

NUMBER OF FATALITIES:

PROPOSED PROJECT:

Originally identified in the Port's Container Terminal Modernization Masterplan (1984-5) as one of a series of projects modernizing the cargo handling facilities in San Francisco, the rail/truck bridgel project will enhance the efficicent operations of the container terminal facilities in San Francisco while decreasing truck traffic along key traffic corridors in the city..

Although, the Port of San Francisco is the only Port in California to have on-dock rail facilities for intermodal cargo, it can not operate its rail facilities at maximum capacity because of a lack of direct connection between the two container terminals. Without a direct connection between the two terminals, both trucks and trains must move along/across public streets in a cumbersome and elongated manner. This local movement by train and truck aggravates traffic congestion, increases the potential for accidents, and degrades air quality. At present, freight railroad tracks serving Piers 48,50 and 80 (see Attachment) run through the proposed MUNI Metro East Yard in Mission Bay to Sixteenth Street and then continue north on Illinois Street. The freight lines must be relocated before construction can begin on the MUNI Yard.

Bridge as an off site mitigation measure for the MUNI Metro East Facility

There are two alternatives for replacing the freight rail track serving the Port's Piers and Container Terminals when the MUNI Metro East Facility is built. 1) The Illinois Street Rail Bridge: an extension of Illinois Street across Islais Creek connecting the Port's Intermodal Container Transfer Facility along Cargo Way. Rail freight access will continue north along Illinois Street to Mariposa Street. A new track will then be built on China Basin to accommodate rail service to Piers 48-50.

2) Modification to the existing location of tracks in China Basin area (within Mission Bay). This solution would entail re-directing the freight tracks to bypass the Metro Yard by running alongside the CalTrain tracks until north of Sixteenth Street and then reversing direction to turn east within Sixteenth Street ROW until the tracks reach the Illinois Street segment. The rail connection to Piers 48, 50 and 80 east of Third Street will either be via the existing Illinois Street segment or will be relocated to continue along Sixteenth Street east of Third connecting with the proposed China Basin Street rail line. This solution would require a grade separation between heavy rail and light rail in the immediate vicinity of the yard, in order to accommodate freight movements to the Port's northern piers.

The Illinois Street Rail/Truck Bridge was chosen as a better solution to the track relocation question for several reasons.

First, the Bridge will provide **direct access** (both rail and truck) between the Port's two container terminals (Piers 80 and 94-96). The connection will allow for both train and truck movements off public roadways, decreasing congestion and improving efficiency along Third and Army Streets.

Second, the Bridge solution is the **more cost effective** of the two proposed rail relocation solutions. The Bridge, as currently designed (a convertible bridge -- from stationary to moveable) will cost approximately $10 million compared to the grade separation solution and rail relocation scheme, costing approximately $20 - 25 million.

Further justification for the Bridge Project in terms of intermodal benefits and tranportation related improvements are described below.

Number of lanes after improvement: 1 set of rail and 2 truck lanes .

Addition of Shoulders:	N/A
Addition of medians:	N/A
Addition or removal of parking:	Yes. Number is undetermined at this time (along Illinois Street ROW, north side of Creek.)
Type of facility:	Rail/Truck Bridge.

PROJECT JUSTIFICATION:

1. Maintain/sustain the MTS.

> **Decreases conflicts between freight and commuter train movements.** The Bridge will **enhance passenger train movements** along the CalTrain line into downtown San Francisco. With a connection between the Port's intermodal container transfer facility (See Attachments) and the freight tracks in Illinois Street, freight trains will be able to exit CalTrains main lines after Tunnel #3 and along the Quint Street spur. Currently, freight trains must move through Tunnel #1 and exit the main tracks across the proposed MUNI Metro Yard at 16th street and out to Illinois. By removing freight trains from the main lines into downtown San Francisco, passenger commute trains will have efficiency in reaching the downtown Caltrain Station.

> **Tunnel project key to both the Port of San Francisco Terminal Modernization Plan.** The rail/truck bridge project was identified as a part of the Port's Container

Terminal Modernization Masterplan 1984 and certified as part of the EIR for the plan 1986. The project was also endorsed in Caltran's "Improving Access to California's Ports (Feb. 1990), and MTC/BCDC's Seaport PLan.

2. Improves efficiency and effectiveness of MTS.

> **Project reduces operations and maintenance costs to both rail operators as well as transit agencies.** As explained above in project description, freight train traffic must move along the main train lines out of Tunnels #1 and 2 across the prposed MME facility, numerous roadways, and into the switching facilities near Illinois Street. Trains must then move down Illinois Steet into the Port's northern container terminal. With the bridge, more direct access to the northern container terminal is secured reducing the amount of distance required for freight movement in San Francisco and decreasing the conflict between rail and vehicles.

> **Project provides a Gap closure.** To the extent the Illinois Street Bridge connects the two container terminals, and the Port's northern piers (48 - 50) with the ICTF, the facility will provide a more direct connection between freight handling facilities in San Francisco. The direct connection has numerous benefits inluding decreased congestion on key transportation routes in the City.

> **Project reduces transit vehicle crowding.** As explained above, coupled with other terminal modernization projects at the Port of San Francisco, the bridge project allows freight trains to exit the main train lines sooner, allowing commuter trains easier and more timely access to the downtown Caltrain Station.

> **Project is an integral part of an Intermodal Facility.**
The bridge, coupled with a series of projects at the Port's Container Terminals, will allow the Port of San Francisco to **realize the goals of the Container Terminal Modernization Masterplan** (adopted by the Port Commission in 1986). The Masterplan makes a series of recommendations on how to improve the intemodal capabilities of Piers 80 and 94-96 at the Port of San Francisco. The Illinois Street Rail Bridge is a lynch-pin in the modernization of the container terminals.

> **Project provides increased efficiency of freight movement/designated truck routes.**
> **Project provides congestion relief.** By providing a more direct connection between the Port's two container terminals, trucks will no longer have to make movements out along Third and Cargo Way (both of which are heavily signalized). The bridge will also allow movement of freight between the two terminals by rail rather than by truck.

> **Project provides coordination and interconnection between rail and ocean going vessels.** The project will enhance the connection of truck/train traffic to ocean going vessels in a more efficient and cost effective manner. Currently containers from inland America must be transferred from train, to truck, to train, to storage yard, to vessel.

Withthe bridge, a container in San Francisco will only have to be transferred from a train, to storage, and onto a vessel.

3. System Expansion.

> Project provides expanded access to the Port of San Francisco.
> Project provides access to freight distribution facilities.
The bridge project has been the top priority capital improvement project of the Port of San Francisco since the mid 1980's. The improvements are identified in a number of studies as a key component in enhancing access to the Port and its freight distribution facilities (Studies include -- Container Terminal Modernization Masterplan, Port of San Francisco, Seaport Plan, BCDC/MTC, Improving Access to California's Ports, CTC, Caltrans, California Association of Port Authorities).

Recent discussions at the Port surrounding the development of a comprehensive land use plan has led to a series of projections for the amount of cargo handled at the Port of San Francisco (Tables Attached). Projections indicate that the Port will experience a doubling of total tonnage handled by the year 2010 (i.e.; 93,591 TEU's to 287,964 TEU's).

> Project provides expansion to meet projected demand.
The above projections were based on the assumption that the Port would be able to provide the improvements to the container terminals as described.

4. External Impacts.

> Project promotes modal shift. Given the indications above, if the bridge is built, there could be a shift away from truck freight movement in the container terminals to moving cargo by rail.

> Project promotes energy conservation.
Because of the more direct connection (described above), the project will **decrease conflicts between public/private vehicular and freight movements** along the many streets in the China Basin/Mission Bay area of the city decreasing the amount of fuel consumed in the movement of freight between the two terminals in San Francisco. Moreover, the bridge will accommodate train movements between the two terminals, a more fuel efficient means of transferring freight between the facilities.

> Project provides Air quality improvements. To the extent that double stacked trains decrease the number of truck movements in the Bay Area, air quality should be improved. As explained above, double stacked train cars can carry more freight than

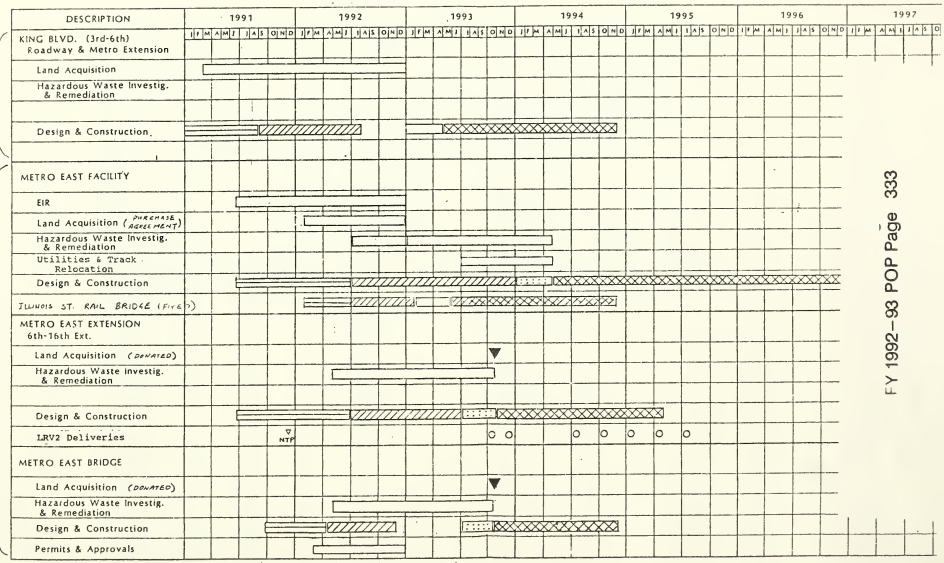
conventional train cars also decreasing the total number of train movements in/out of the Bay Area.

> **Project is consistent with land use plans and goals.** The Rail Bridge will better accommodate the proposed land uses in Mission Bay. In the development agreement between the City and Catellus, special provisions were added to restrict the design and construction of new projects along a relocated rail line in Sixteenth Street (the second alternative described above). Moreover, the plans call for modifications to the rail lines to ensure safe crossings and curvature to protect pedestrians. These special accommodations can only make freight movement in a proposed residential area more palatable. A better solution is to remove freight movements from the new development all together rather than trying to modify new project designs.

The project is listed in a number of comprehensive plans and capital improvement action plans for the southeastern area of San Francisco. In particular, the Bayshore Masterplan element to the City and County of San Francisco encourages the retention of commercial and industrial activities in the Port's terminal areas at Pier 80 and 94-96. Moreover, the project uses existing right of way in the area rather than requiring the purchase of right of way or the substantial demolition of existing facilities.

The improvement is also identified in a number of studies as a key component in enhancing access to the Port and its freight distribution facilities (Studies include -- Container Terminal Modernization Masterplan, Port of San Francisco, Seaport Plan, BCDC/MTC, Improving Access to California's Ports, CTC, Caltrans, California Association of Port Authorities).

MISSION BAY TRANSPORTATION PROJECTS SCHEDULE



Legend for Design & Construction

- Conceptual Design / Prelim. Engin.
- Detailed Design
- Bid & Award
- Construction

Prepared by: FUC-UEI
Date 9-26-93
Updated: 10/30/

FY 1992–93 POP Page 333

STATUS OF ENVIRONMENTAL DOCUMENTATION: Project included as part of the Port's Container Terminal Modernization Masterplan. Plan was certified in an Environmental Impact Report (85.123E; State Clearinghouse No. 85062513; Certification Date: January 23, 1986).

Level of documentation: EIR/EIS .

Document preparer: City and County of San Francisco, Department of City Planning

Approval date by FHWA: N/A

Outstanding environmental issues: Project will also have to be reviewed by the U.S. Coast Guard Bridge Section. An environmental evaluation will have to be conducted as part of the application process.

Air Quality status:

A 1979 MTC/BCDC report, Environmental Analyses for Potential Marine Terminal Sites, Working Paper No.7 analyzed the potential environmental impacts of expanded port development at 64 Bay Area sites. The North and South Terminal Areas received overall air quality ratings that indicated that San Francisco Container Terminal would have relatively little environmental impact. The project area was also one of a few sites in the study to receive the most favorable ventilation, vertical mixing and exposure of downwind receptors ratings of 5.

PUBLIC SUPPORT/CONTROVERSY FOR THE PROJECT:
Given the goals of the Bayshore Comprehensive Plan, to retain and enhance commercial growth in the southeast area of the City, there is support for projects that will enhance the operations at the Port of San Francisco.

RELATIONSHIP TO THE CONGESTION MANAGEMENT PROGRAM (CMP)

Project part of the CMP ?

Pending inclusion in the 1992 CMP. Project has been included in a number of transportation studies and plans including Improving Access to California's Ports

(February 1990), and the Seaport Plan. And as mentioned above, the tunnel project has been the top capital priority for the Port since the mid 1980's.

Will LOS or transit standards on the CMP network be improved as a result of this project ?

To the extent the project can encourage the movement of freight into San Francisco by rail rather than truck, LOS and transit standards will be improved.

CONSISTENCY WITH THE GENERAL PLAN OF THE COUNTY OR COUNTY WIDE TRANSPORTATION PLAN: YES

South Bayshore Plan: Proposal for Adoption, May 1991, The City and County of San Francisco, Department of City Planning.

Pages: 20 - 28 (Land Use); 28 - 35 (Transportation); 35 - 39 (Commerce and Industry).

WILL ADJACENT COUNTIES AND/OR CITIES BE IMPACTED ? No.

PROJECT COSTS AND FINANCING:

ESTIMATED TOTAL COST:	IN 1992 $	IN ESC.$$
Prelim Engineering	1,500,000	1,600,000
Right of Way	N/A	N/A
Constr. Engineering	220,000	235,000
Construction	8,700,000	9,135,000
TOTAL	10,420,000	10,970,000

Source of cost estimate: Port of San Francisco; Bureau of Engineering, City and County of San Francisco

Date of cost estimate: 1990-92
Year funds escalated to: 1994
Cost estimate include TOS hardware ? No
Does cost estimate include all necessary mitigations, including soundwalls, mitigation during construction, and ramp metering ? N/A

FUNDING SOURCES:

	1992$$	ESC$$
CITY (Port of San Francisco)	1,750,000	1,837,500
VALUE OF DONATED LAND	N/A	N/A
OTHER (Catelus Development Agreement)	2,000,000	2,100,000
TOTAL STP/CMAQ REQUESTED (FY '93 & '94)	4,900,000	5,145,000

Have you applied for, or do you intend to apply for any other state funds for this project?

The Illinois Street Rail Bridge project was submitted to Caltrans for funding under the Transit Capital Improvement Program for fiscal year 1991-92 funding. Caltrans Staff endorsed the idea of combining the Illinois Street Rail Bridge project with the MUNI Metro East Facility as a necessary off site mitigation measure. The birdge will also decrease the total cost of the MUNI facility..

($000's)	FY 91/92	FY 92/93	FY 93/94	FY 94/95	TOTAL
SURFACE TRANSPORTATION					
PE					
ROW					
CON			2,572,500	2,572,500*	5,145,000
CONGESTION MITIGATION/AIR QUALITY					
PE					
ROW					
CON					
LOCAL FUNDS (Source: PORT)					
PE		1,837,500			1,837,500
ROW					
CON					
OTHER (CATELLUS)					
PE					
ROW					
CON			2,100,000		2,100,000
TOTAL		1,837,500	4,672,500		9,082,500

** $2,160,000 will have to be secured from FY'95 TIP or other funding sources.

PUBLIC IMPROVEMENT REPORT
Mission Bay Plan
San Francisco, California

Catellus Development Corporation

INTRODUCTION - RAIL IMPROVEMENTS:

The Plan will provide for continuity of rail service to the Port of San Francisco and other rail users in the project. A series of interium rail leads will be constructed from the main line tracks along Seventh Street to serve users now located on leased Catellus lands. Those users will not be disrupted by development activities until later phases.

The preferred plan for continuation of service to the Port of San Francisco involves the construction of a new lift bridge over Islais Creek in the vicinity of Pier 80. Then, the rail service could be brought directly up the Illinois Street corridor onto a relocated line in China Basin Street. Should this option be delayed due to funding or other constraints, the project sponsor will provide an interim rail lead along 16th Street to a relocated line in China Basin Street to serve Piers 48 and 50. Catellus will contribute $2,000,000 towards the construction of the Islais Creek Freight Rail Bridge. This is illustrated in the Tentative Map exhibit entitled, "Proposed Rail Access to Port Facilities" (sheet 9).

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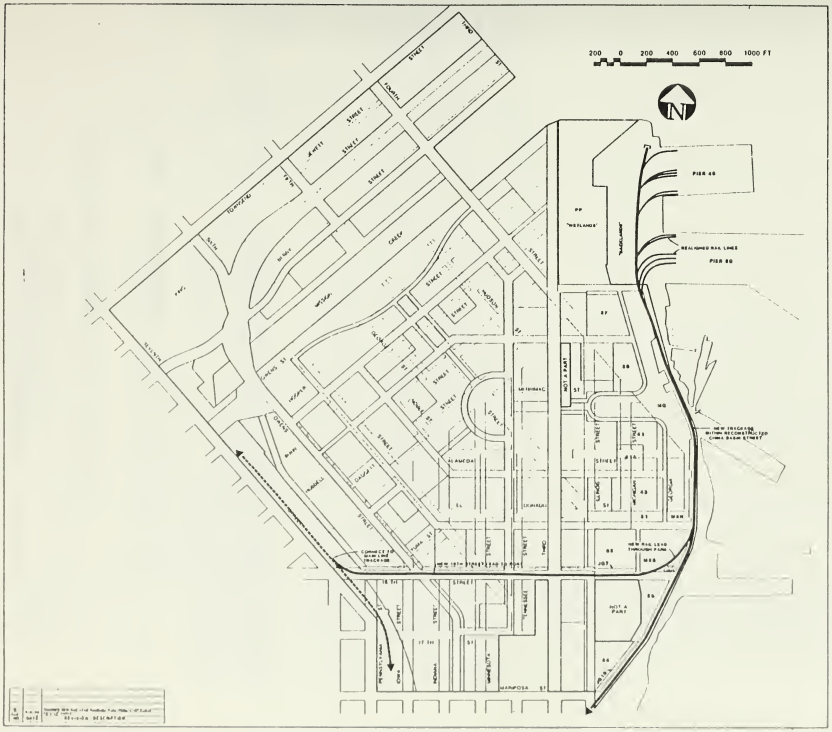
200 0 200 400 600 800 1000 FT
N
PIER 48
PIER 80
REALIGNED RAIL LINES
NEW TRACKS WITHIN RECONSTRUCTED CONNECTOR STREET
NEW RAIL LEAD THROUGH PARK
NEW 18TH STREET
CONNECTOR MAIN LINE TRACKS
PP
"WETLANDS"
"MARSH"
MARIPOSA ST
18TH ST
17TH ST
ALAMEDA
LEHMANN
MISSOURI
MARYLAND
DAKOTA
CAROLINA
CAROLINA
CAROLIN

PROJECT JUSTIFICATION WORKSHEET
for Projects Submitted for FY 1992-93
of MTC's Transit Capital Priorities

1. Operator: CITY OF NAPA

2. Project Name: "CLEAN" buses for Napa Valley Transit

3. Project Description
Purchase 6 clean fuel buses for Napa Valley Transit

4. Project Class: Replacement, Reliability, Enhancement, Safety

5. SRTP Page Reference: NVT Implementation Pln TIP Page Reference: pending

6. Proposed Federal Funding: $1,115,100 SOURCE: ISTEA/CMAQ

7. Proposed Local Match: $144,900 SOURCE Prop. 116

8. Total Project Cost: $1,260,000

9. Prior FTA Funding: none

10. Environmental Document Type and Status:

NEPA: Exempt
CEQA: Exempt

11. Compliance with Private Sector Participation Requirements
(Please complete for annual element projects only)

a. Was the private sector involved in the development of this project as set forth in your adopted policy

___xx_No _____yes: SRTP Page Reference:_____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

___xx__ No _____ Yes: SRTP Page Reference:_____
(If yes, how were those proposals evaluated? Reference:_____)

c. Are there impediments affecting your ability to contract for the above named projects?

__xx___ No _____Yes: SRTP Page Reference:_____
(If yes, have you taken measures to address the impact of these impediments? Reference_____)

d. Have you received any formal complaints from the private sector regarding this project?

____xx__ No _____Yes: Reference:_____

"Clean" Buses for Napa Valley Transit

Napa Valley Transit was begun in 1991 as a demonstration project, providing intercity service connecting the cities of the Upper Valley with Napa, and the southern parts of the County, including access to medical facilities and major transfer points in Vallejo. Because of its nature as a demonstration project and the desire of local jurisdictions to begin service as quickly as possible, used buses have been purchased with local funds for this service.

Napa Valley Transit has proven to be successful in promoting commute alternatives for work and school trips. An on-board survey in March of 1992 revealed that nearly half of all riders are using the bus to go to work or school (primarily Napa Valley College). In addition, 32% of riders on the survey day had a car available for the trip. This shows that NVT has a good start in encouraging alternative travel for travellers throughout the Valley. In 1992, NVT will begin offering direct connections to the Vallejo Ferry terminal, thus providing another important regional link.

After the demonstration period, a permanent fleet will be needed, since buses now used on the service are between 10 and 12 years old, and have only a 30 passenger capacity. On some runs of the NVT, buses are at capacity, particularly at 5:00 pm when Napa Valley College classes are ending. A minimum of six buses will be needed to maintain current levels of service during the planning period covered by this capital program. Currently, five buses are used for regular service, one of which is a back-up. At the startup of Napa Valley Transit, four buses were in use, one of which was destroyed by fire. Two more used buses have been obtained, one of which will be used to extend service to the Vallejo ferry Terminal in August, 1992. The original service plan called for operating all four buses, with no back-up. However, because the system operates only one trunkline route, running over 40 miles from one end of the Napa Valley to the other, two backups are needed for reliable service – One bus for back-up in Napa, and one for the back-up in Calistoga. This plan will also avoid long deadhead runs, since some segments of the route begin their day in Calistoga, and others in Napa. All buses will be rotated through regular service. The six clean-fuel buses will be used to fulfill the original service plan.

It is expected that "clean" vehicles utilizing alternative fuels will be required under federal and state air quality mandates. We will cooperate with regional efforts to find the best alternatives from an economic and environmental perspective. We also intend to equip the new buses (35 to 40 passenger capacity) with bicycle racks to encourage bike/bus trips. As required by ADA, all new buses will be fully accessible and equipped with voice enhancement equipment to facilitate calling out of major stops and transfer points.

The City of Napa's Section 9 funds will be fully programmed for capital replacement needs during the planning period. Other sources of funding will be needed for the capital needs of NVT, which includes rolling stock. It is the intent of the City and County to fully maximize all available resources for this purpose, while retaining any resources which may be used for operating expenses.

TOTAL COST: $1,260,000 all buses are for REPLACEMENT

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: NVT CLEAN BUSES
Operator: CITY OF NAPA
Date:

Initial Clearances Required: NONE
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 9 Q1 Q2 Q3 Q4
TASK 1: DEVELOP SPECS	——— •			
TASK 2: AWARD BIDS		——— •		
TASK 3: BUSES INTO SERVICE			X	

EXPENDITURE PLAN (000s):	FY 93	FY 94	FY 9	FY 9
UMTA SEC.9				
UMTA SEC.3				
FAU/FAI /CMAQ		1,008,000		
OTHER FEDERAL				
STATE TP&O				
ARTICLE XIX				
PROP 108 BONDS				
[illegible]				
STATE/LCL PRTNR				
OTHER STATE		252,000		
BRIDGE TOLLS				
STA (OP)				
STA (DEC)				
LOCAL (specify:)				
TOTAL FUNDS	0	1,260,000	0	0

IMPLEMENTATION
(w/ ALLIANCE [illegible])

Date: May 8, 1992
FY93

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for the Three-year Program
of Contra Costa County's ISTEA Priorities

1 **AGENCY/OPERATOR:** Central Contra Costa Transit Authority & the City of Walnut Creek

2. **PROJECT NAME:** Purchase 3 Alternative Fueled Revenue Vehicles (Demonstration Project)

3. **PROJECT DESCRIPTION:** This project involves the replacing of existing vehicles with clean alternative fuel vehicles and adding additional service to decrease congestion and alleviate cold starts by allowing shoppers to circulate throughout the central business district (CBD) without the use of automobiles. This project also augments the City's existing TDM program by providing CBD employees with a viable transportation alternative to the single occupancy vehicle (SOV) thus reducing peak hour vehicle trips. These vehicles will come equipped with air conditioning, wheelchair lifts, two-way radios, electronic destination signs, fareboxes, and BTV units.

4. **PROJECT CLASS:** New Transit Revenue Vehicles

5. **SRTP PAGE REFERENCE:** **TIP PAGE REFERENCE:**

6. **PROPOSED FEDERAL FUNDING:** $660,000 FY93 **SOURCE:** CMAPQ/STP

7. **PROPOSED LOCAL MATCH:** $225,000 FY93 **SOURCE:** City of Walnut Creek

8. **TOTAL PROJECT COST:** $825,000 FY93

9. **PRIOR UMTA FUNDING:** None

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

NEPA STATUS: 23 CFR 771.117(c)(17).
CEQA STATUS: 14 Cal. Admin. Code, Section 15302.

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS** (CIRCULAR 7005.1):

a. Was the private sector involved in the development of this project as set forth in your adopted policy?

_____ No. _____ Yes: SRTP Page Reference

b. Were the proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No. _____ Yes: SRTP Page Reference
(If yes, how were those proposals evaluated? Reference)

c. Are there impediments affecting your ability to contract for the above named project?

_____ No. _____ Yes: SRTP Page Reference
(If yes, have you taken measures to address the impact of these impediments? Reference)

d. Have you received any formal complaints from the private sector regarding this project?

_____ No. _____ Yes: SRTP Page Reference
(If yes, how have the complaints been addressed? Reference)

12. **ADDITIONAL PLANNING JUSTIFICATION:**

This project involves (1) purchasing three alternative fuel powered vehicles to replace diesel powered vehicles, and (2) expanding service on an existing route. The project is designed to decrease air pollution by changing to clean fuel powered vehicles and alleviating cold starts that result from short automobile trips within the City's CBD. The later will be achieved by providing shoppers and downtown employees with frequent (7 minute headways), easily accessible, and free public transit service during peak shopping and lunch time hours. Moreover, this project augments the City's existing TDM ordinance program by providing free high capacity service during peak commute hours from the Walnut Creek BART station to the CBD as well as a midday CBD shuttle.

This project will support an intermodal bus transit service that is part of the existing Bay Area MTS and/or directly support the MTS. In addition to supporting existing services, it will support an expansion of bus transit service that it also a part of the MTS. This will further assist in the maintenance of an efficient MTS.

This project will support a service that is providing a viable alternative to the single occupancy vehicle (SOV). Currently, this service in Walnut Creek serves about 600 person trips per day. Thus, this shuttle/feeder service is contributing significantly to congestion relief and providing support for central County TDM programs and efforts.

In addition to the air quality benefits described above, the project will play a critical role in reducing air pollution by helping the region to implement the following state and federal Transportation Control Measures (TCM):

TCM #2 (State) - Employer Based Trip Reduction Ordinance. In 1987, the City of Walnut Creek adopted a comprehensive employer based trip reduction ordinance. The bus transit services that this project directly supports are a major component of actions resulting from the ordinance.

TCM #3 (State) - Improve Area-wide Transit Service. This TCM will be advanced with this project by improving transit service and thereby reducing motor vehicle trips, vehicle miles traveled, and mobile source emissions. This project will directly support services that provide frequent and convenient bus service at major employment centers and a BART station, will rely on clean fuel vehicles that will replace diesel powered vehicles, expand bus service for commuters, shoppers, students, and other travelers, and directly help the region work towards increasing local bus service by 33%.

TCM #13 (State) (Federal #21) - Transit Use Incentives. This project involves providing a bus feeder service between the City's CBD and the Walnut Creek BART station that is free to the passenger. It also will provide expanded service which will improve coordination of transfers and schedules between this shuttle service and BART. This project then will assist in making transit a more attractive and viable transportation option.

TCM #20 (State) - Conduct Demonstration Projects. This project demonstrates the use of alternative fuel powered vehicles. It also may serve as model for reducing SOV trips in CBD areas of cities.

This project reflects a significant commitment of local funds. The City of Walnut Creek will be providing the 20% ($165,000) local match for the capital costs of the vehicles as well as $100,000 per year in operating costs to purchase additional service from CCCTA and to allow all passengers to board for free.

The City of Walnut Creek has attached a detailed description of the service involved with this project.

DOWNTOWN SHOPPER SERVICE DESCRIPTION

Goals

o To reduce vehicle trips and congestion by providing a means for shoppers to circulate throughout the downtown and Broadway Plaza without moving their cars.

o To increase the number of downtown employees using commute alternative by providing convenient peak hour service to BART and lunch time transit service to restaurants and shops.

o To reduce air pollution by using clean fuel buses and eliminating short trips with cold starts.

o To serve as a demonstration of a new clean fuel transit technology.

Service Concept

The proposed Downtown Shopper Shuttle service entails modifying the existing Downtown Shuttle (Route 104) which runs from downtown Walnut Creek to the BART station at 20 minute headways Monday through Friday. Two buses are required to provide these headways. Service is decreased on Saturday to one bus operating at one hour headways.

The proposal for the new Shopper Shuttle Service involves removing one bus from the existing route to the BART station during the hours of 10:00 a.m. to 4:00 p.m. and running that bus through the downtown and Broadway Plaza portion of the route only (Downtown Loop). To provide seven to ten minute headways, an additional bus would also be added during the designated midday hours for a total of two buses on the downtown loop. One bus would continue to run to the BART station throughout the day. This service proposal also requires adding Saturday service to keep the same schedule.

Hours Of Operation

The proposed service will operate six days per week, Monday through Saturday from 7:00 a.m to 7:00 p.m. The existing Route 104 will continue two buses at twenty minute headways from 7:00 a.m. to 10:00 a.m. and 4:00 p.m. to 7:00 p.m. During the hours of 10:00 a.m. to 4:00 p.m. two buses will operate on the Downtown Loop and one bus will operate on the existing 104 route to the BART station.

Headways

The service will continue to provide twenty minute headways on the existing route 104 during peak commute hours - 7:00 a.m. to 10:00 a.m. and 4:00 p.m. to 7:00 p.m.

During the peak shopping hours (10:00 a.m. to 4:00 p.m.), the service will provide seven to ten minutes on the trolley loop and forty minute headways on the existing 104 route.

Fare

The service will be free.

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For the Annual Element
of MTC's FY93 Transit Capital Priorities

1. OPERATOR: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

2. PROJECT NAME: REPLACE ELECTRICAL CORROSION CONTROLS (R-ELEC.PJW)

3. PROJECT DESCRIPTION: Replace critical components of the Transbay Tube's cathodic protection system, which prevents corrosion of the steel outerskin.

4. PROJECT CLASS: 4 (Transit Way) and 21 (Safety)

5. SRTP PAGE REFERENCE: 1992 Financial Plan (p. 1) TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 2,080,000 SOURCE: STP

7. PROPOSED LOCAL MATCH: $ 520,000 SOURCE: Bridge Tolls

8. TOTAL PROJECT COST: $ 2,600,000

9. PRIOR UMTA FUNDING: none

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: Cat. Exclusion: 23 CFR 771.117 (c)(18)
CEQA STATUS: Cat. Exempt: 15301 Existing Facilities Class I

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No _____ Yes

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No _____ Yes* *(will be competitively bid)*

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No _____ Yes

d. Have you received any formal complaints from the private sector regarding this project?

__X__ No _____ Yes

12. ADDITIONAL PLANNING JUSTIFICATION:

This is an extraordinarily important replacement project because of its impact on passenger safety and maintenance of the single most expensive and critical asset of the District. As proposed, the project would rehabilitate the corrosion control systems on the Transbay tube and nearby structures. The tasks included are as follows:

1. the replacement of anode arrays on the tube's cathodic protection system;
2. repair of the BART maintained cathodic protection system on the San Francisco Ferry Building underpinning over the approach tunnels west of the tube;
3. addition of insulation to the track fasteners in these tunnels to reduce stray electrical current and its resultant corrosion;
4. inspection of the outer skin of the tube by engineering consultants.

Cathodic protection and stray current control are the only means of minimizing corrosion of the 3/8 inch steel outer skin of the Transbay tubes and its connecting structures. Cathodic protection current must be maintained to minimize corrosion, and the anode arrays through which current is applied must be replaced when they are corroded beyond usefulness. The BART tracks within the tube carry electrical propulsion current; therefore they must be insulated to prevent current from straying from the rails and corroding the rails and other metal in the path back to the substation. The insulation in the San Francisco approach tunnels has deteriorated and has resulted in additional electrical current leakage.

Without protection the tube will corrode and fail, resulting in unparalleled service disruptions and threats to passenger safety. There is considerable urgency to this project, in that it is known that approximately a third of the installed anodes have failed, resulting in an uncomfortably small margin of protection.

It must be noted that electrical current leakage will increase as BART's extensions program increases traffic within the Transbay tube. If the proposed improvements in insulation are not made, corrosion will accelerate and threaten the tube's expected life. This project will, therefore, permit BART to increase service without threatening the integrity the District's single most important structural asset.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Date: April 17, 1992

Project: Replace Electrical Corrosion Controls
Operator: SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4
Install first set*	=======			
Develop Specification	==	===		
Bid/Award		====		
Delivery of second set*		===	===	
Install second set			==========	

NOTE: BART currently has ten anodes in storage available for installation. The balance of the arrays are yet to be acquired.

EXPENDITURE PLAN (000$):	FY 93	FY94	FY95	FY96
STP or NHS	748	372	960	
BRIDGE TOLLS	187	93	240	
TOTAL FUNDS	935	465	1,200	

Transit Application

PROJECT JUSTIFICATION WORKSHEET

1. **OPERATOR:** Sonoma County Transit

2. **PROJECT NAME:** Clean Fuel Bus Replacement and Expansion

3. **PROJECT DESCRIPTION:** Replacement of 12 buses and expansion of 3 buses to accommodate planned new services per the Short Range Transit Plan. All buses will be alternative fuel buses providing for cleaner operation than the diesel buses they replace.

4. **PROJECT CLASS:** (1) New/Replacement Revenue Vehicle

5. **SRTP PAGE REFERENCE:** 7.01 **TIP PAGE REFERENCE:**

6. **PROPOSED FEDERAL FUNDING:** $ 3,360,000 **SOURCE:** ISTEA STP

7. **PROPOSED LOCAL MATCH (20%):** $ 840,000 **SOURCE:** AB434/TDA

8. **TOTAL PROJECT COST:** $ 4,200,000

9. **PRIOR FTA FUNDING:** CA-90-X174, CA-90-X268, CA-90-X323

10. **ENVIRONMENTAL DOCUMENT TYPE AND STATUS:**

    NEPA STATUS: 23 CFR 771.115(B)(20) Negative Declaration.
    CEQA STATUS: Section 15301 Categorical Exemption

11. **COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS**

    a. Was the private sector involved in the development on this project as set forth in your adopted policy?

    No. X Yes: SRTP Page Reference 3.28

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    No. X Yes: SRTP Page Reference Competitive Bid Process

    c. Are there impediments affecting your ability to construct for the above named project?

    X No. Yes: SRTP Page Reference

    d. Have you received any formal complaints for the private sector regarding this project?

    X No. Yes: SRTP Page Reference

12. ADDITIONAL PLANNING JUSTIFICATION:

Per the adopted Short Range Transit Plan (SRTP) and FTA's vehicle replacement schedule, SCT's 1981 Grumman Flxible Fleet is due for replacement during fiscal year 1993-94. This project calls for replacement of 12 buses and expansion of 3 buses to accommodate planned new services.

Buses purchased for this project will be deployed throughout Sonoma County Transit's countywide service area. SCT's route network consists of 20 local and intercity routes funded through interjurisdictional agreements between Sonoma County and its nine incorporated cities. All vehicles will be 40' in length, 102" inches in width, fully accessible to the disabled and capable of carrying up to two wheelchair passengers. Features such as public address systems and courtesy signage will be included to ensure full compliance with the Americans with Disabilities Act (ADA).

Other significant project benefits:

Safety and Security/Passenger Benefits: Each of the new vehicles will feature Automated Vehicle Locater System (AVLS) transmitters utilizing Global Positioning System (GPS) technology to track vehicle movement for improved management efficiency and driver/passenger safety. In addition, vehicles will be equipped with two-way radios, electronic fareboxes, tach-o-graphs, emergency silent alarms, and electronic engine management and monitoring systems.

Bicycle Components: To coincide with SCT's systemwide "Bicycles in Buses" program, each vehicle will contain bicycle securement devices in the wheelchair tiedown areas. When not used by wheelchairs, each bus can carry up to four bicycles. SCT's "Bicycles in Buses" program commenced in April 1991.

Air Quality Improvement: It is likely that the new fleet will be CNG (compressed natural gas) fueled vehicles that over their 12+ year life span will significantly contribute to improved air quality over the diesel buses they replace.

MTS Efficiency: The new vehicles will be larger than the ones they replace (40' vs. 35') and will provide additional seating capacity without a significant increase in operating costs. Over the past three years, SCT's ridership has grown significantly which has increased the need for larger buses during the peak AM/PM commute periods.

Local Financial Benefit: As a result of decreasing TDA funds available for capital use due to the current economic climate and expanded operations, SCT no longer has the financial capacity to purchase new vehicles without significant federal assistance. Without ISTEA assistance,

reliance on local TDA and accrued Section 9 funds would delay this needed project for a least four years.

New vehicles are expected to exhibit lower operating, maintenance, and repair costs because of lower wear characteristics of alternative fuels.

13. PROJECT CONTACT: David Knight
Transit Systems Manager
355 West Robles Avenue
Santa Rosa, CA 95407
(707) 585-7516
FAX (707) 585-7713

14. PROJECT LOCATION: Sonoma County, California

15. AVERAGE DAILY TRAFFIC (ADT): N/A

16. PROJECT SCHEDULE: Specification development - FY 1992-93
Project Bid - FY 1992-93
Vehicle Delivery - FY 1993-94

17. TSM COMPONENTS: Assists in provision of non-polluting public transportation services.

18. PUBLIC CONTROVERSY: None anticipated.

19. CONSISTENCY WITH LOCAL LAND USE PLANS: N/A

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Clean Fuel Bus Replacement and Expansion
Operator: Sonoma County Transit
Date: May 29, 1992

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4
TASK 1: Specification Development	+---+			
TASK 2: Project Bid and Award	+---+			
TASK 3: Vehicle Manufacture		+------+		
TASK 4: Delivery		+---+		

EXPENDITURE PLAN (000$):	FY 93	FY 94	FY 95	FY 96
FTA SEC.9				
FTA SEC.3				
FAU/FAI				
OTHER FEDERAL				
ISTEA-STP	3,360			
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				
OTHER STATE				
AB434	50			
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
TDA	790			
LOCAL (specify:)				
TOTAL FUNDS	4,200	0	0	0

PROJECT WORKSHEET

For Projects For FY 92/93

MTC Transit Capital Priorities

1. OPERATOR: CalTrain

2. PROJECT NAME: Ticket Vending Machines

3. PROJECT DESCRIPTION: Conversion to a self-service fare collection system.

4. PROJECT CLASS: Revenue Collection and Processing (12)

5. SRTP PAGE REFERENCE: 42 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $2,500,000 SCL (FY 93) SOURCE: STP
   $2,248,000 SM

7. PROPOSED LOCAL MATCH (20%): $1,187,000 (FY 93) SOURCE: 116 INTERCITY

8. TOTAL PROJECT COST: $5,935,000 (FY 93)

9. PRIOR UMTA FUNDING: CA-90-X036: $500,000
   UMTA SEC. 3: $4,514,164 (pending)

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

    NEPA STATUS: 23 CFR 771.117(c)(19)
    CEQA STATUS: 14 Cal. Admin. Code, Section 15302

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

    a. Was the private sector involved in the development of this project as set forth in your adopted policy?

    ___No. _X_Yes: SRTP Page Reference 42

    b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

    ___No. __X__Yes: SRTP Page Reference
    (If yes, how were those proposals evaluated? Reference ___)

    c. Are there impediments affecting your ability to contract for the above named project?

    _X_No. ___Yes: SRTP Page Reference

    (If yes, have you taken measures to address the impact of these impediments?)

d. Have you received any formal complaints from the private sector regarding this project?

_X_No. ___Yes: SRTP Page Reference
(If yes, how the complaints been addressed? Reference ____)

12. **ADDITIONAL PLANNING JUSTIFICATION**

Over two years ago, the JPB approved in concept the conversion of the PCS to a self-service fare collection system.

Under this system, tickets would be purchased from ticket vending machines at stations and randomly inspected by authorized personnel aboard trains. The need for ticket agents at stations and conductors would, therefore, be eliminated. Conductor personnel could be used, instead, to inspect tickets, on a random basis, for proper payment. Full implementation of a self-service fare collection system is expected to reduce operating costs by $2.1 million annually.

The ticket vending machines would include the following features: credit/debit card acceptance, magnetic encoding capabilities, data collection (including ridership and fare data), and security alarms and lighting. The machines will be capable of dispensing all tickets currently used by the PCS, as well as transfers/tickets to all connecting transit systems, allowing passengers to complete a multi-mode transit trip with one ticket. In addition, the existing monthly ticket with a Peninsula Pass will be issued as a magnetically encoded credit card-size ticket, compatible with Muni and BART (within San Francisco) fare gates. The machines will also include provisions for issuing magnetically encoded stored value tickets for future coordination with BART. This feature has important regional fare coordination implications.

Phase I of the project, which is currently underway, entails manufacture and installation of 11 ticket vending machines as a demonstration to test passenger acceptance and machine reliability. As part of the phase, three machines will be installed at the Tamien Station. Due to the requirement for early delivery (the Tamien Station will not be staffed), these machines will initially accept cash only and will not have magnetic coding capabilities. The credit/debit features will be added at a later date when the necessary banking arrangements are completed and the machines will be upgraded to magnetic coding when funds become available. The remaining eight (8) machines under this contract, which will be installed at select stations in all three counties, will be complete in Winter 1992.

Funding is currently programmed in FY 92/93 for Phase II of the project. It entails the acquisition of 55 additional machines, which will complete the installation of machines at 27 stations (a minimum of two machines will be installed at each station). SCCTD has programmed funds in FY 92/93 for acquisition of 11 machines for the Gilroy extension, two for each station and one spare machine. Stand alone validators will also be purchased with this funding and installed at stations to ensure passengers can quickly and conveniently validate their tickets before boarding trains.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN
PROJECT: Ticket Vending Machines
Operator: CalTrain
Page: 4

Initial Clearances Required:

IMPLEMENTATION SCHEDULE	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4	FY 96/97 Q1 Q2 Q3 Q4
TASK 1: CONTRACT	X				
TASK 2: CONTRACT AWARD	X				
TASK 3: PRODUCTION	X X	X X			
TASK 4: INSTALLATION		X X			

O: Clearance and Approvals:

EXPENDITURE PLAN	FY 92/93	FY 93/94	FY 94/95	FY 95/96	FY 96/97
FTA SECTION 9	3,670,778				
FTA SECTION 3					
OTHER FED					
STATE TP & D					
ARTICLE XIX					
RAIL BONDS					
PCL BONDS	$917,695				
INTERCITY *					
STA*					
LOCAL FUNDS					
SOURCE:					
SALES TAX					
TOTAL FUNDS	$4,588,473				

* Proposition 108 Rail Bonds, State Intercity TCI and Amtrak contribution; subject to refinement.

** Match provided in previous years

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted for FY 1994
of MTC's Transit Capital Priorities

. OPERATOR: Livermore/Amador Valley Transit Authority

. PROJECT NAME: Seven (7) BART Feeder Buses

. PROJECT DESCRIPTION: Purchase Seven (7) standard 40 foot buses and equipment with STP funds, of 15 buses total.

. PROJECT CLASS: 1 New Revenue Vehicles

. SRTP PAGE REFERENCE: 5-7, 6-4 TIP PAGE REFERENCE:

. PROPOSED FEDERAL FUNDING: $3,472,872 SOURCE: Section 9 + STP
[$1,735,400 SOURCE: STP]

. PROPOSED LOCAL MATCH (20%): $868,218 SOURCE: BT

. TOTAL PROJECT COST: $4,341,090

. PRIOR UMTA FUNDING:

0. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.117 (c)(17)
CEQA STATUS: 14 Cal.Admin Code, Section 15301

1. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS (PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy:

_____No. _____Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____No. _____Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference_____)

c. Are there impediments affecting your ability to contract for the above name project?:

_____No. _____Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the Private sector regarding this project?

_____No. _____Yes: SRTP Reference _____
(If yes, how have the complaints been addressed?
Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION

LAVTA requires fifteen expansion buses to respond to two changes on the horizon: BART's rail extension to Dublin/Pleasanton, and local and regional congestion management measures.

Overview of Project Need

Current BART extension plans call for extending rail service to Dublin/Pleasanton in 1995, with service beginning in early FY1996. This extension would include a station in East Dublin which is forecast to serve approximately 15,000 daily patrons.

LAVTA feeder service to the new station is a key element in BART's operating plan. The forecast indicates that 16 percent of BART's patrons using this station would arrive by public transit, yielding a daily patronage projection of 2,400 riders. New feeder services on the LAVTA system sill serve the majority of these riders.

LAVTA currently operates key routes every 30 minutes during peak periods, while BART trains will operate an average of every 15 minutes during peak times. As BART expands service into the Amador Valley, one of LAVTA's key roles will be to provide compatible feeder service to and from BART trains. This goal is also consistent with the Alameda County Congestion Management Plan, as well as local Transportation Systems Management ordinances, and the goals of the California Clean Air Act.

At a minimum, LAVTA will be required to increase bus service frequency to BART stations during peak periods to 15 minutes along selected routes in Dublin and Pleasanton, and on the intercity service offered by Line 10.

In addition to increases in weekday frequencies, Saturday and Sunday patronage is expected to increase by as much as 25%. Sunday service would be expanded to present Saturday service levels to meet this increased demand, and Saturday frequencies will also be increased to meet BART schedules.

From LAVTA SRTP page 5-7

Passenger Benefits

This project will increase LAVTA's fleet from 34 buses to 49 buses, a 44% increase in service capacity. Additionally, it will greatly increase passenger convenience by creating frequent direct service to and from the BART stations and major employment/shopping centers. This will allow people coming into the valley direct access to their jobs

nd offer further incentive to take public transportation.

egional Goals

his project enhances regional goals by significantly relieving auto ongestion on major transportation thoroughfares in LAVTA's service rea. For example, the BART Draft Environmental Impact Report for the ublin/Pleasanton Extension, states that local intersections will not each unacceptable congestion levels based on the assumption that LAVTA ill offer the feeder service described above. If buses are not vailable for this service, congestion in the valley will probably each unacceptable levels.

dditionally, this project improves interoperator coordination between ART, CCTA and LAVTA. The new BART station will provide a perfect pportunity to create a transit hub among the three operators. owever, for this hub to be effective, LAVTA must be able to offer the ppropriate level of service into and out of the station.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Fifteen Feeder Buses to BART
Operator: LAVTA
Date: 24-Apr-92

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 94				FY 95				FY 96			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
TASK 1: Develop specs & Go out for bid			X	X								
TASK 2: Award Contract					X							
TASK 3: Take Delivery								X				

EXPENDITURE PLAN (000$):	FY 94	FY 95	FY 96
UMTA SEC.9			
UMTA SEC.3			
FAU/FAI			
OTHER FEDERAL		3,472,872 (current STP request of $1,736,400)	
STATE TP&D			
ARTICLE XIX			
PROP 108 BONDS			
PROP 116 BONDS			
FCR			
STATE/LCL PRTNR			
OTHER STATE			
BRIDGE TOLLS		$868,218	
STA (OP)			
STA (REG)			
LOCAL (specify:)			
TOTAL FUNDS	0	4,341,090	0

PROJECT JUSTIFICATION WORKSHEET
For Projects Submitted For FY 93
of MTC's Transit Capital Priorities

1. OPERATOR: City of Santa Rosa

2. PROJECT NAME: Bus Rehabilitation (Up to 9 buses)

3. PROJECT DESCRIPTION:
This project will rehabilitate up to 9 buses that will have reached their 12 year life expectancy.

4. PROJECT CLASS:

5. SRTP PAGE REFERENCE: 6-6 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $800,000 SOURCE: STP/CMAQ

7. PROPOSED LOCAL MATCH (20%): $200,000 SOURCE: TDA

8. TOTAL PROJECT COST: $1,000,000

9. PRIOR UMTA FUNDING:

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS: Exempt

NEPA STATUS:
CEQA STATUS:

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS
(PLEASE COMPLETE FOR ANNUAL ELEMENT PROJECTS ONLY):

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

__X__ No. _____ Yes: SRTP Page Reference _____

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

_____ No. __X__ Yes: SRTP Page Reference _____
(If yes, how were those proposals evaluated? Reference _____)
Project construction will be competitively bid.

c. Are there impediments affecting your ability to contract for the above named project?

__X__ No. _____ Yes: SRTP Page Reference _____
(If yes, have you taken measures to address the impact of these impediments? Reference _____)

d. Have you received any formal complaints from the private sector regarding this project?

_x_ No. _____ Yes: SRTP Page Reference _____
(If yes, how have the complaints been addressed? Reference _____)

12. ADDITIONAL PLANNING JUSTIFICATION:

This project will rehabilitate up to nine of Santa Rosa's twelve-year-old buses. The rehabilitation will include new clean-fuel, low-emission drive trains which comply with the Clean Air requirements; addition of one wheelchair tie-down to comply with ADA requirements of two tie-downs; replacement of floors and other minor body work. This will extend the lives of the buses at least six years.

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Bus Rehabilitation
Operator: City of Santa Rosa
Date: August 21, 1992

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 92/93 Q1 Q2 Q3 Q4	FY 93/94 Q1 Q2 Q3 Q4	FY 94/95 Q1 Q2 Q3 Q4	FY 95/96 Q1 Q2 Q3 Q4
TASK 1: Execute Grant Contract	X			
TASK 2: Prepare bid specs and issue	———			
TASK 3: Bid evaluation and award		—X		
TASK 4: Rehabilitation work		———	—X	

EXPENDITURE PLAN (CCCS):	FY 9	FY 9	FY 9	FY 9
UMTA SEC.9				
UMTA SEC.3				
FAU/FAI				
OTHER FEDERAL (STP/CMAQ)		800,000		
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				
OTHER STATE				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
LOCAL (specify: TDA)		200,000		
TOTAL FUNDS	0	1,000,000 0	0	0

Transit Application

PROJECT JUSTIFICATION WORKSHEET

1. OPERATOR: Sonoma County Transit

2. PROJECT NAME: Bus Turnout - Commerce Blvd at Rohnert Park Expressway, Rohnert Park

3. PROJECT DESCRIPTION: Construct a two bus turnout at the current Sonoma County Transit/Golden Gate Transit southbound bus stop on Commerce Blvd. at Rohnert Park Expressway.

4. PROJECT CLASS: ( ) Transit Turnouts

5. SRTP PAGE REFERENCE: 7.03 TIP PAGE REFERENCE:

6. PROPOSED FEDERAL FUNDING: $ 160,000 SOURCE: ISTEA STP

7. PROPOSED LOCAL MATCH (20%): $ 40,000 SOURCE: TDA/STA

8. TOTAL PROJECT COST: $ 200,000

9. PRIOR FTA FUNDING: None

10. ENVIRONMENTAL DOCUMENT TYPE AND STATUS:

NEPA STATUS: 23 CFR 771.115 (B)(8) Class II CE
CEQA STATUS: Title 14 CAC Section 15301 Class II exempt

11. COMPLIANCE WITH PRIVATE SECTOR PARTICIPATION REQUIREMENTS

a. Was the private sector involved in the development on this project as set forth in your adopted policy?

No. X Yes: SRTP Page Reference 3.28

b. Were proposals received from the private sector to operate, construct, or otherwise provide all or part of the above named project?

No. X Yes: SRTP Page Reference Competitive Bid Process

c. Are there impediments affecting your ability to construct for the above named project?

X No. Yes: SRTP Page Reference

d. Have you received any formal complaints for the private sector regarding this project?

X No. Yes: SRTP Page Reference

12. ADDITIONAL PLANNING JUSTIFICATION:

This project involves upgrading the capacity and safety of a major transit/transfer stop in downtown Rohnert Park. Improvements include constructing a two bus turnout and installing transit related passenger amenities. Because buses presently stop in the lane of traffic at this frequently served bus stop, a major traffic impediment has evolved as local traffic has increased. This project will not only benefit transit operations, but will also improve traffic flow in this section of downtown Rohnert Park. In 1991, the companion stop across the street was upgraded in a similar manner.

Significant project benefits:

Transit Security/Passenger Benefits: This project includes the construction of a new wheelchair accessible semi-enclosed passenger shelter. Other passenger amenities will include transit information display cases, a direct line transit information telephone and a general public telephone. Since this stop receives service approximately 21 hours per day, security lighting will be included in its design.

Bicycle/Pedestrian Components: Initially bicycle racks will be installed. In the future, bicycle lockers will be considered should demand for such improvements be expressed. The project will be designed such that pedestrian access, safety, and convenience will be greatly improved over the stop's present condition.

Coordination Aspects: Sonoma County Transit provides local Rohnert Park/Cotati fixed-route service that feeds SCT intercity routes 44/48 and GGT's intracounty route 80. The subject stop and its northbound mate (not included in this project) serve as Rohnert Park's main transit/transfer stops between systems and services.

Promotes model shift from SOVs: Improving passenger convenience, security, and comfort at major transit stops assists with promoting transit as a viable commute alternative.

Enhancement activities: To the extent possible given right-of-way constraints, the project will be fully landscaped utilizing low maintenance, water conserving plants and materials.

ADA Enhancements: All passenger amenities and physical improvements will be designed to comply with architectural requirements of the Americans with Disabilities Act of 1990.

Local Financial Benefit: This project has been included in SCT's budget for the past three years. However, due to

funding constraints this project has been deferred each year. Because the existing unimproved bus stop has become a liability due to increased local traffic and the lack of off street turnouts, this project is of critical importance to the city of Rohnert Park, Sonoma County Transit, and Golden Gate Transit.

13. **PROJECT CONTACT:** David Knight
Transit Systems Manager
355 West Robles Avenue
Santa Rosa, CA 95407
(707) 585-7516
FAX (707) 585-7713

14. **PROJECT LOCATION:** Southbound Commerce Blvd. at Rohnert Park Expressway
Rohnert Park, California

15. **AVERAGE DAILY TRAFFIC (ADT):** N/A

16. **PROJECT SCHEDULE:**

Master plan developed - completed FY 1989-90
Design and specification development - FY 1992-93
Bid and construct - FY 1993-94

17. **TSM COMPONENTS:** Improved passenger convenience, security, and comfort assists with promoting transit as a viable commute alternative.

18. **PUBLIC CONTROVERSY:** None anticipated.

19. **CONSISTENCY WITH LOCAL LAND USE PLANS:** Yes

IMPLEMENTATION SCHEDULE AND EXPENDITURE PLAN

Project: Bus Turnout - Commerce Blvd. at Rohnert Park Expressway
Operator: Sonoma County Transit
Date: May 29, 1992

Initial Clearances Required:
(Further clearances marked below with "o")

IMPLEMENTATION SCHEDULE:	FY 93 Q1 Q2 Q3 Q4	FY 94 Q1 Q2 Q3 Q4	FY 95 Q1 Q2 Q3 Q4	FY 96 Q1 Q2 Q3 Q4
TASK 1: Design, bid, and spec. development	+-----+			
TASK 2: Bid and Construct		+------+		
TASK 3:				
TASK 4:				

EXPENDITURE PLAN (000$):	FY 93	FY 94	FY 95	FY 96
FTA SEC.9				
FTA SEC.3				
FAU/FAI				
OTHER FEDERAL				
ISTEA-STP	160			
STATE TP&D				
ARTICLE XIX				
PROP 108 BONDS				
PROP 116 BONDS				
FCR				
STATE/LCL PRTNR				--
OTHER STATE				
AB434				
BRIDGE TOLLS				
STA (OP)				
STA (REG)				
TDA	40			
LOCAL (specify:)				
TOTAL FUNDS	200	0	0	0

MTC

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
510/464-7700
FAX: 510/464-7848
TDD/TTY: 510/464-7769